



Tottenham Hale: Green and Open Space Strategy
Feasibility Summary
November 2015
815_R004 A3 Report



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Contents

1.Introduction : Tottenham Regeneration

2.Understanding Tottenham Hale's Green and Open Spaces

- a. The Valley
- b. Renegotiating the Urban and Rural
- c. Access to Nature & Open Spaces

3.Green Grid Strategy

- a.Existing
- b.Green Network
- c.Enhancing Ecology
- d.Blue Network
- e.Urban Network
- f.Cycle Network
- g.Green and Open Space Project List

4.Project Objectives

Priority Projects

- a.The Paddock
- b.Tottenham Marsh
- c.The Underpass
- d.Down Lane Park
- e.Chesnut Road

Further Projects

- f.Stoneleigh Road
- g.Carbuncle Passage and Bridge
- h.Ferry Lane

Priority Bridges

- a.Central Rail Bridge - HV2
- b.Hale Wharf - HW1
- c.Pymmes Brook - PB1
- d.Hale Wharf - Paddock - LV1

Further Bridges

- e.Tottenham Marshes - Hale Wharf - LV2
- f.Tottenham Marshes - Hale Wharf - LV3
- g.Pymmes Brook - PB2
- h.Pymmes Brook - PB3

5.Delivery & Funding



View over the Old River Lea towards the Paddock from the Walthamstow Reservoirs





TEST PROJECTS

This map shows the layout of Tottenham Hale with several blue location pins indicating specific test project sites. The pins are connected to various points on the map, including a central area near a station and several peripheral locations. The map also shows the River Lea and surrounding infrastructure.



GREEN & OPEN SPACES

This map highlights green and open spaces in Tottenham Hale. A large central area is shaded in light green, and several smaller green areas are scattered throughout the site. Yellow arrows point from these areas towards the right side of the map, indicating a direction of flow or connection.



STREETS & SPACES

This map illustrates the street network and spaces in Tottenham Hale. Red and teal lines with arrows represent the flow of traffic and pedestrian movement through the site. The map shows a complex network of streets connecting different parts of the development.



DEVELOPMENT SITES IN
TOTTENHAM HALE

This map shows the development sites in Tottenham Hale. The sites are highlighted in orange and red, indicating areas of active development or planned construction. The map also shows the surrounding urban context and the River Lea.

Tottenham Regeneration

“London’s next great new neighbourhood, Tottenham Hale will be a destination where people can easily access the open spaces and waterways of the Lea Valley Park whilst enjoying a range of retail, leisure and business opportunities. The Hale will feel like a new town centre with an attractive network of streets and public spaces. Through transport improvements, master planning and targeted promotion, key sites will be made ready for major new investment”.

Tottenham Hale District Centre Framework

The Tottenham Strategic Regeneration Framework 2014 (SRF) set out the above Vision for Tottenham Hale. The District Centre Framework (DCF) shows what this might look like including what sort of buildings could be built e.g. low rise or high rise buildings, where they could be built, and how this affects transport and movement around the area. This document is based on extensive engagement with the community, stakeholders and landowners.

Beneath the District Centre Framework sit the following delivery strategies:

- Tottenham Hale Streets and Spaces Strategy: ideas which will guide the improvements to streets and public spaces around Tottenham Hale, to make them more safe, user friendly and attractive
- Tottenham Hale Green and Open Spaces Strategy: a strategy which will guide the improvements to the routes between the green and open spaces in the area. Extending and connecting these spaces from the Lee Valley through to the High Road
- Test Projects: a selection of relatively low cost projects which can help to bring vacant and underused spaces in Tottenham to life. Test Projects offer an opportunity to work with the community on ideas which could grow into bigger longer-term projects

This document is the Feasibility Summary of the Green & Open Space strategy.

If you have any comments or suggestions on this or any of the other strategies please contact the Tottenham Regeneration team on:

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Tottenham Area Action Plan

Guiding the development of Tottenham Hale is the Tottenham Area Action Plan (AAP). The AAP is the main policy document The District Centre Framework (DCF) shows how Tottenham Hale might look if the AAP’s policies are adopted.

All responses submitted as part of the February Local Plan consultation, which included the AAP, have been reviewed and the Plan has been updated. The updated Plan will be out for consultation soon.

Please check www.haringey.gov.uk/localplan for the latest information.

Green and Open Space Strategy

Our May 2015 review of the 2010 Landolt & Brown study made recommendations for the scope of the Tottenham Hale Green Link project to be altered. This recommendation was set within the context of the new client brief, and with an understanding of significant change in Tottenham Hale and the Lea Valley since 2010.

The viability assessment of routes in our report indicated that the existing route of Ferry Lane achieved most of the objectives of access to the River Lea, with low impact on the canal basin and Pymmes Brook; providing access to the Paddock and access to the Walthamstow Wetlands. The conclusion was that enhancement of Ferry Lane as a walking and cycling route is therefore vital to improving accessibility.

The study also concluded that the green link concept should be widened to a larger area or Green Grid to study the following:

- Opportunities for social activation
- Reinforcement of this landscape character of bridges and islands
- Identify a wider concept for “greening the grey” in the context of the DCF and Housing Zone.

Our report, completed in August 2015 developed the Green Grid concept, completing a series of feasibility studies which examined the following areas;

- Enhanced access to quality open space
- Enhanced access to nature
- Create new ecological corridors
- Promote social cohesion and surveillance of the urban realm in the context of the Housing Zone status and in order to promote a coherent district centre
- Identification of barriers to DDA compliant routes to the Lea Valley
- Identification of cycling routes which cater for a wide range of users
- Reduction in the urbanisation of the Lea valley
- Simple bridge design that reinforces the green context through which bridges are passing and enhances user’s experience and views of the landscape
- Promotion of a riverine green identity for Tottenham Hale
- Safeguard ecology and promote accessibility
- Identify key locations and proposals where the reduction in severance caused by roads can be mitigated
- Identify opportunities to link into Wetlands

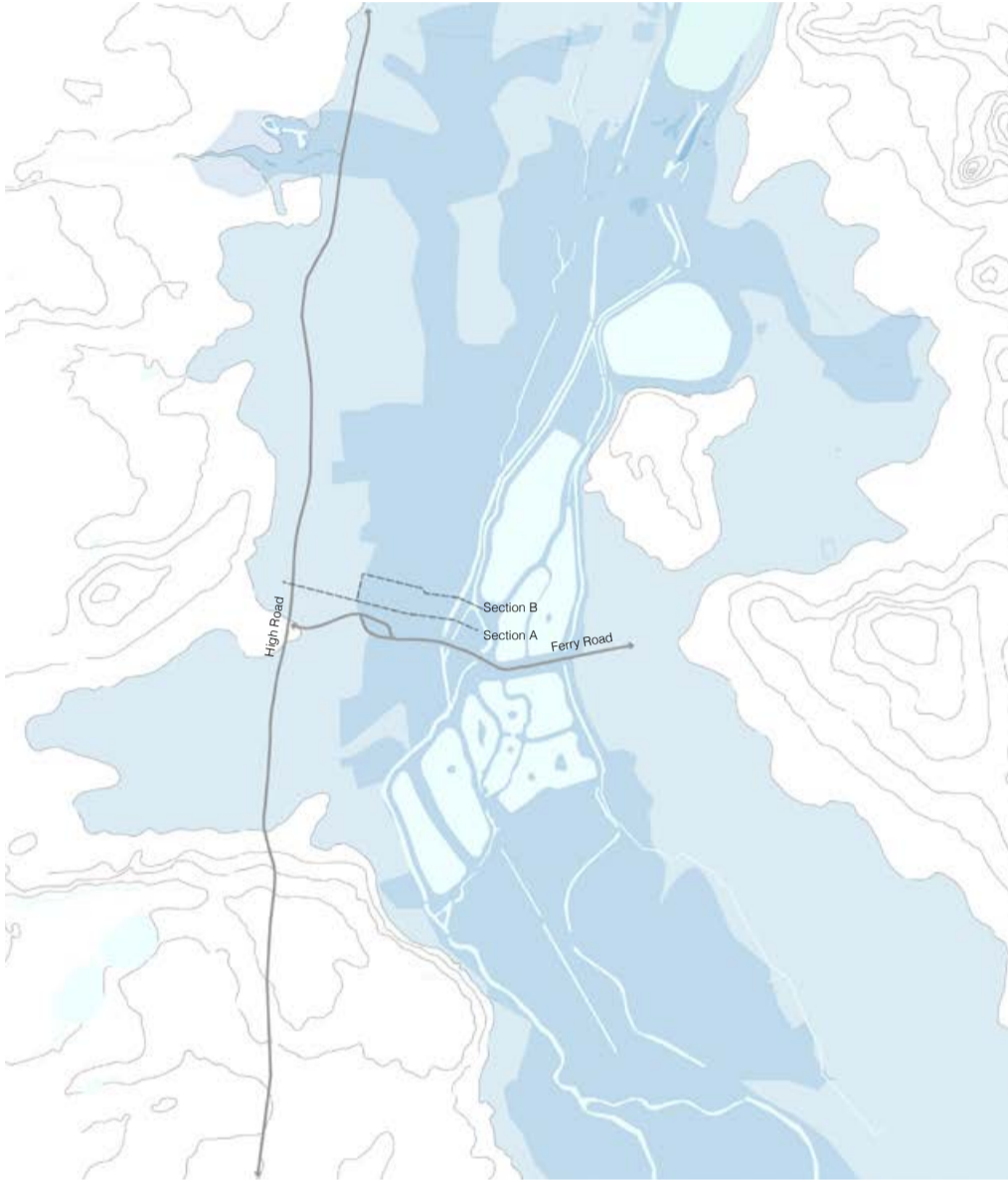
This report condenses the outcomes of the Feasibility Report outlining the key principles of the Green and Open Space Strategy and identifying the key spaces and projects in Tottenham Hale which are required to implement this strategy.



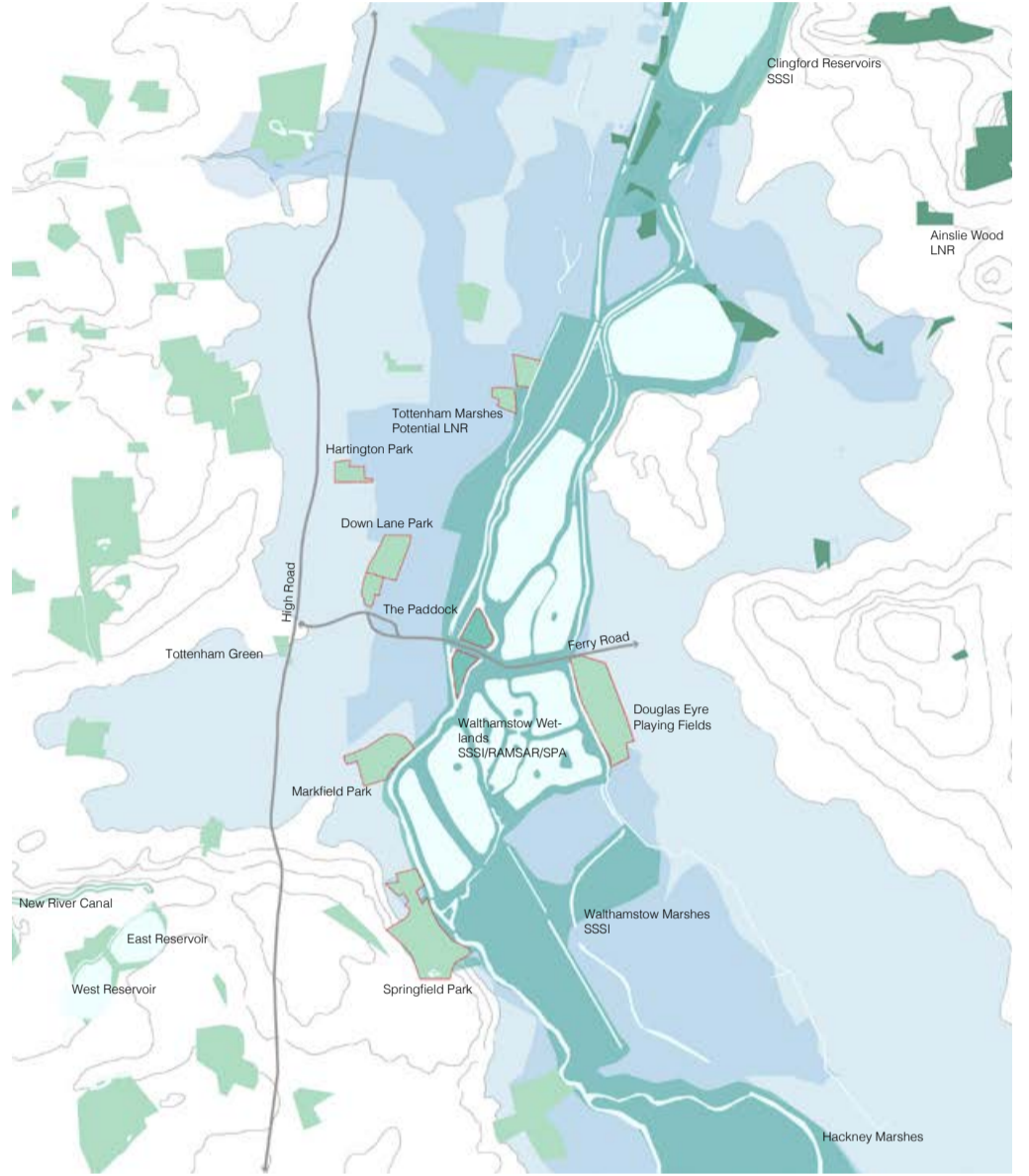
Tottenham Marsh 'Village Green'

2. Understanding Tottenham Hale's Green and Open Spaces





The Valley : The valley extent is based on the Environment Agency Flood zone 2 which is a 1:100-1:1000 event.



Open Spaces Opportunities

2. Understanding Tottenham Hale's Green and Open Spaces



Valued Landscape Features

The Valley

The current river corridor is not a true representation of the River Lea Valley. The Valley diagram illustrates the true extent which extends westwards past Down Lane Park but is not visible within the public realm. This also highlights the extent of urbanisation of the valley and loss of the natural valley corridor.

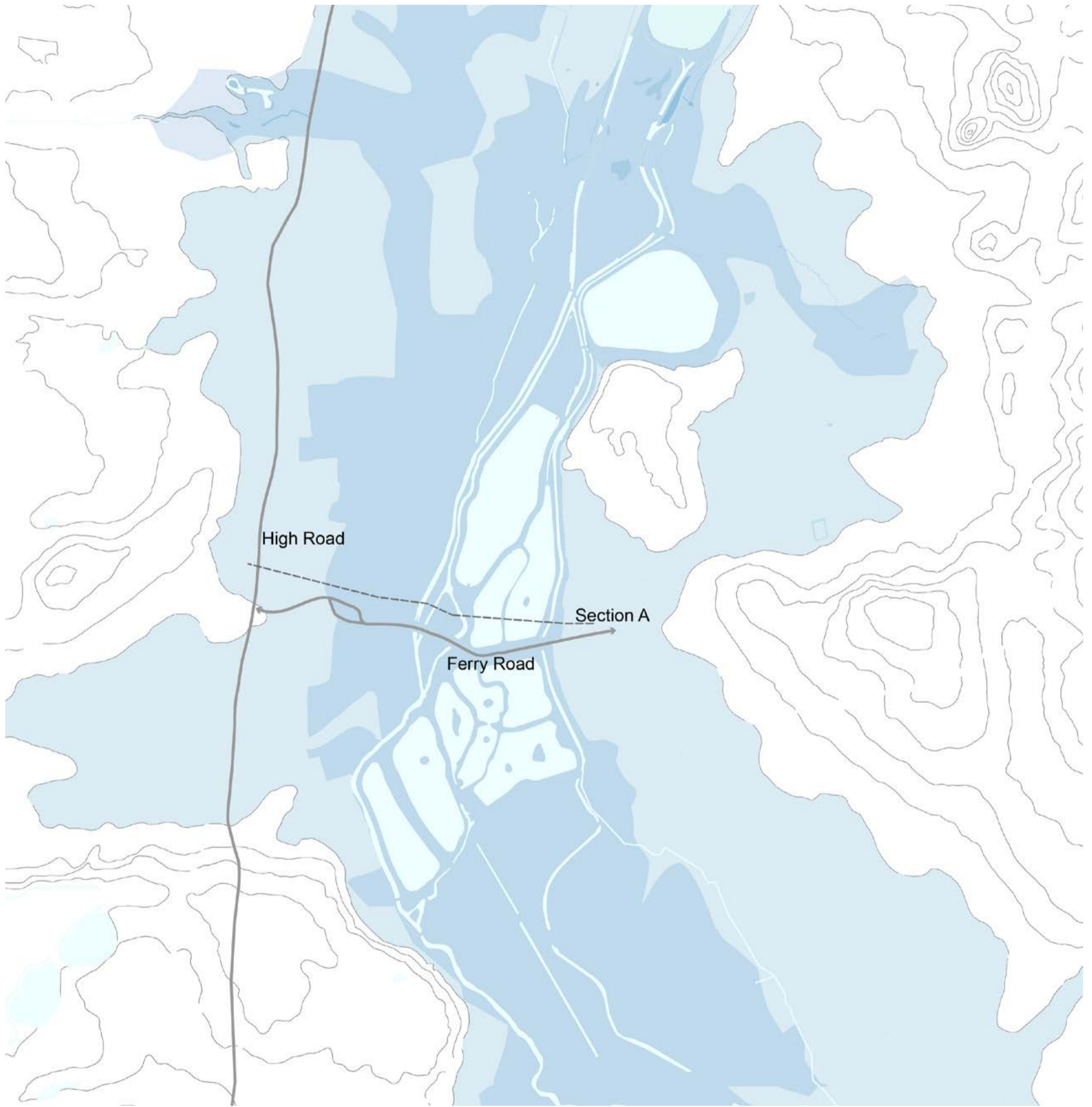
Existing open spaces within the valley corridor are a key opportunity for the character of the valley to become visible again. Ecological enhancements which alter the character of these spaces to reflect the valley is key.

There are three distinct ecological territories within this area:

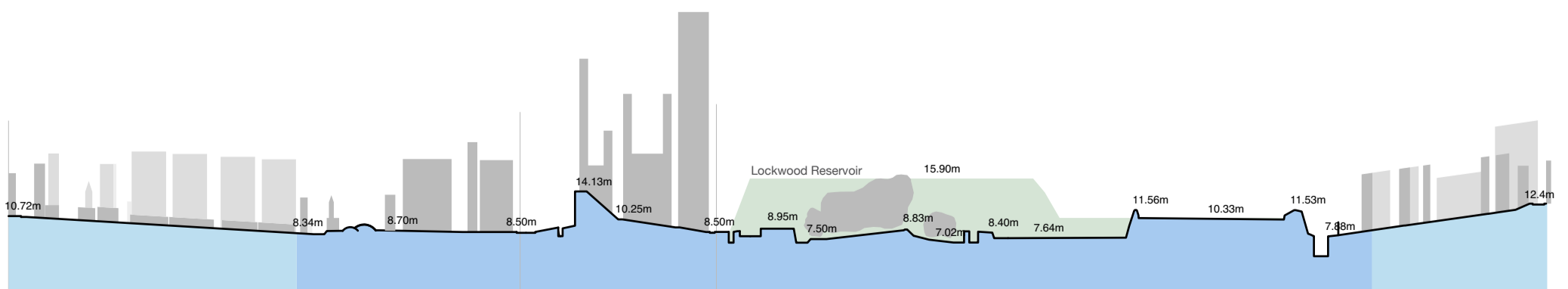
1. Woodland and forests to the west adjacent to Epping Forest
2. Wetland and marshes adjacent to the River Lea
3. City parks and recreation grounds to the east.

Green links from the valley to the urban area should include significant ecological corridors which require wider areas of land which are not exposed to pedestrian and cycle movement.

There are a number of valued landscape features which reflect the natural, historic and industrial heritage of Tottenham Hale. These features should be protected and enhanced when considering new developments and the impact of these new developments on these landscapes.



The Valley



Section A: Existing Development - Vertical scale is exaggerated by 10x

2. Understanding Tottenham Hale's Green and Open Spaces

Renegotiating the Urban and Rural

A large extent of Tottenham Hale is located within the natural floodplain of the River Lea, however the natural character of this land has been lost to the urban environment causing the Valley to be narrowed. The section on the opposite page has an exaggerated vertical scale but demonstrates the extent of narrowing. Creating a balance between the urban and rural environment is key to ensure the Valley landscape is protected. Opportunities for how new development can enhance and extend the Valley landscape would be vital to securing this balance.

Addressing people's perception of the Lea Valley is a key way of protecting the Valley. Views of water, naturalised vegetation and wildlife are visual indications associated to the Lea Valley corridor. There are only a small number of opportunities where these views are encountered in Tottenham Hale, these include the view of the Old River Lea from Ferry Lane, the view north over the canal from Ferry Lane and the view from the bridge at Carbuncle Passage which over looks Tottenham Marsh and Lockwood Reservoir. It is important that these views are protected and enhanced as well as extending the perception of the Lea Valley into the wider Tottenham Hale.

Enabling local residents to interface with natural features within the public realm and existing open spaces which are associated with Lea Valley will improve the legibility of the landscape. Bringing the natural heritage of Tottenham Hale to the surface, as well as increasing the number of high level views to the Lea Valley is a vital project objective.

There are a number of opportunities within the existing open spaces and public realm to alter local residents' perception of Tottenham Hale and extend the Valley into the heart of the local area.



View over the Old River Lea from the Ferry Lane / Forest Road bridge

Access to Nature

The Lea Valley is in the green belt and is a significant landscape feature of high ecological importance and a key natural resource for residents of Tottenham Hale. Linking local residents physically to this natural landscape is a key objective of this study.

There are three different grades of Site of Importance for Nature conservation. The three types of designation are:

Sites of Metropolitan Importance: These sites contain the best examples of London's habitats and are the highest priority for protection.

Sites of Borough Importance: Damage to these sites would mean a significant loss to the borough. While protection is important, management of borough sites should usually allow and encourage their enjoyment by people and their use for education.

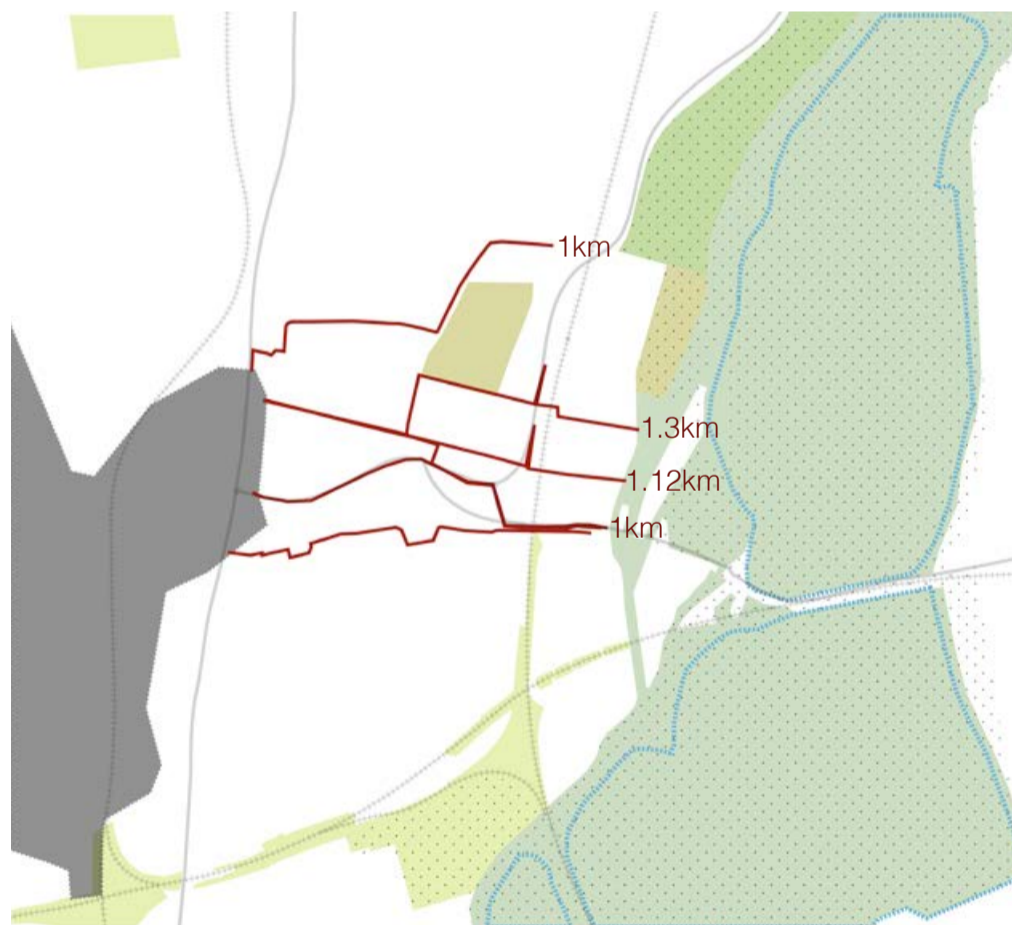
Sites of Local Importance: These sites which are or may be, of particular value to people nearby (such as residents or schools). Only the northern section of Down Lane Park falls into this category.

The western edge of Tottenham Hale is a key area which is deficient in access to nature. An area deficient in access to nature is qualified by Greenspace Information for Greater London (GI GL) as "areas where people have to walk more than one kilometre to reach an accessible wildlife Site of Metropolitan or Borough Importance".

As the first diagram below illustrates, the proposed links, routes and bridges reflected in the Landolt Brown report will not provide access to nature in the Lea Valley as all these routes are longer than 1km.

In order for the proposed links and routes to tackle this deficiency it is key to extend the Lea Valley in to the heart of Tottenham Hale. Down Lane Park is an important opportunity for this enhancement. Enhancing this space to a Site of Borough importance would reduce the current areas deficient in access to nature.

The southern section of the site is not currently classified therefore ecological enhancements will be needed to achieve the designation of Borough Grade 1 Importance.



Existing Access to Nature - Ecological Designations

- SINC Metropolitan Importance
- SINC Borough Grade 1 Importance
- SINC Borough Grade 2 Importance
- SINC Local
- Areas deficient in access to nature
- Green Belt
- Pedestrian Route
- SSSI Designation



Proposed Access to Nature

- SINC Metropolitan Importance
- SINC Borough Grade Importance 1
- SINC Borough Grade Importance 2
- SINC Local
- Areas deficient in access to nature
- Areas deficient in access to nature affected by proposal
- Pedestrian Route

2. Understanding Tottenham Hale's Green and Open Spaces

Access to Open Space

The aspiration of the Housing Zone is to see over 5,000 new residents within Tottenham Hale. In accordance with London Housing Design Guide Standards, there will be a deficit of 76,357m² of open space within the current DCF which will need to be accommodated in the local area.

There are a three key open spaces within Tottenham Hale which provide recreational spaces for local residents.

- Down Lane Park is a local park, located at the heart of Tottenham Hale, this park is a well used and popular facility but was described in Haringey's Open Space Strategy 2006 as 'below average'.
- Marksfield Park is situated to the south, similar to Down Lane Park this facility has a range of sport and play facilities. However, the existing Hale Road network adjacent Tottenham Hale Station is a barrier to local residents in Tottenham Hale when trying to access the park.
- Hartington Park to the north is a much smaller facility categorised by an undulating landform and a mix of play facilities for younger children and natural play.

In accordance with guidance from Play England and the Mayor of London Play and Informal Recreation SPG, a variety of open spaces facilities are to be provided at certain distances from the new development. The diagram below shows the limits placed on provision of these Local Equipped Areas of Play (LEAP), Local Areas of Play (LAP) etc. from the DCF.

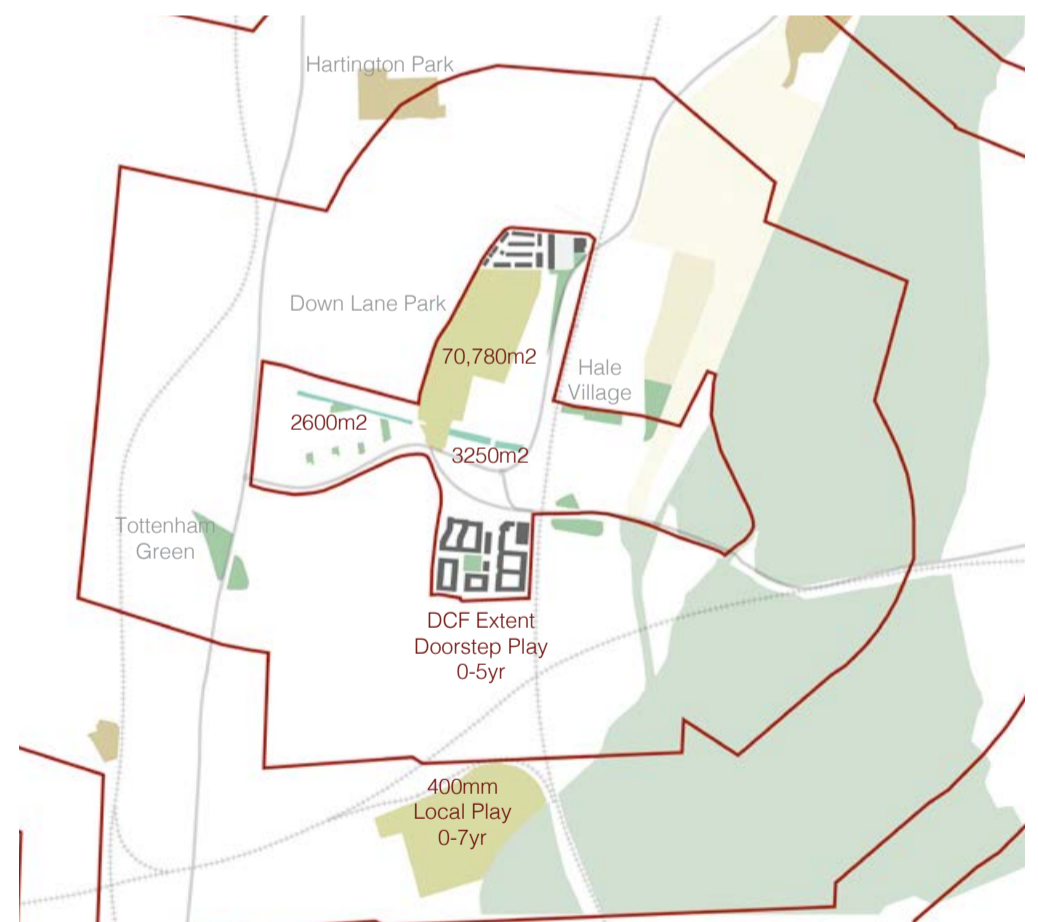
The opportunities to increase the size and quality of open space are as follows: The main opportunity is the increase in the size of Down Lane Park by extending it east and west. Other opportunities are listed below:

- Improved play and sport facilities for all ages
- Improving links to parks for pedestrians and cyclists.
- Identifying other open spaces which can be improved to provide additional play space and by linking these spaces a comprehensive play and sport network can be established consisting of existing, enhanced and new facilities.



Existing Open Spaces - Play and Sport facilities

- Existing open spaces
- Play facilities
- Sport facilities
- Play England play facility distance requirement



Proposed Open Spaces

- Existing open spaces
- Existing spaces which can potentially offer play and sport opportunities
- Routes where play facilities could be incorporated
- Proposed developments
- Play England play facility distance requirement



Down Lane Park view along the diagonal path to Park View Road





Existing Green Context



Renegotiating the Urban and Rural : Green Grid Strategy

Enhancing access, movement and open space/ecology are three of the main concepts for renegotiating the urban and rural in Tottenham Hale. A series of studies have been completed which have investigated these key themes and the opportunities for establishing a Green and Open Space Strategy

The following opportunities have been identified;

- Enhanced access to quality open space
- Enhanced access to nature
- Creation of new ecological corridors
- Promote social cohesion and surveillance of the urban realm in the context of the Housing Zone status and in order to promote a coherent district centre
- Identification of barriers to DDA compliant routes to the Lea Valley
- Identification of potential cycling routes which cater for a wide range of users
- Reduction in the urbanisation of the Lea valley
- Simple bridge design that reinforces the green context through which bridges are passing and enhances user's experience and views of the landscape
- Promotion of a riverine green identity for Tottenham Hale
- Safeguard ecology and promote accessibility
- Identify key locations and proposals where the reduction in severance caused by roads can be mitigated
- Identify opportunities to link into Wetlands

Vision

The vision of the Green and Open Spaces Strategy is to improve access and movement between the High Street and the Lea Valley for local residents via a network of routes linking local green and open spaces whilst safeguarding ecology and enhancing the riverine character of Tottenham in key locations. A legible network of green routes which are safe, well used and well surveyed are important for the urban network.

Improving open spaces within the valley corridor are a key opportunity for the character of the valley to become visible again through wayfinding trees and resisting urbanisation. Ecological enhancements that alter the character of these spaces and increase local people's access to nature are vital. Green links from the valley to the urban area should include significant ecological corridors that require wider areas of land that are not exposed to pedestrian and cycle movement.

There are a number of valued landscape features, which reflect the natural, historic and industrial heritage of Tottenham Hale. These features should be protected and enhanced when considering the impact of new developments on these landscapes.

A series of new bridges will be fundamental to creating new east and west access. The existing links at Ferry Lane and the underpass will also be enhanced to improve connectivity

Social cohesion is best served by improving Down Lane Park as an open space with a strong ecological bias so that it serves as a borough grade SINC park and a local social hub.



Proposed Green Network



Green Network

A network of enhanced open spaces, 'greened' streets, and new bridge links across the railway lines and the canal will create an improved green environment with local and strategic links to the existing open spaces. Improving legibility and creating better links between local residents and open spaces is the key objective. Enhancing the natural environment and extending this rich ecology through open spaces and the public realm is vital.

A series of objectives to achieving this vision are noted below:

Enhance access to nature by bringing the Lea Valley closer to Tottenham High Road

- Extension of existing open spaces by utilising under used spaces and relocating facilities
- Down Lane Park enhanced to a Borough Grade SINC
- Extension of the Valley using SUD's
- Links to new Harris Academy sport facilities
- Northern bridge opens up the open space network by creating a new circular route
- Make green space more visible by new tree planting and protection of existing landscape features
- New bridges create high level views across the valley
- Proposed DCF housing to sit within a widened Down Lane Park

Keep the Lea Valley Wild and Green

- Northern bridge positioned to minimise impact on existing site ecology
- Mitigate urbanisation of the river edge by including lifts on Hale Wharf bridge to minimise ecological impact
- Lighting to be minimised

Reinforce the Paddock's historic role as an island in the Lea Valley

- Eastern edge along the Old River Lee to be activated protecting the wild interior and ecology
- The northern bridge location is preferred and reinforces eastern activation
- Ecological enhancements including water meadows and wet woodlands are key



Woodland and Veteran Tree Ecology



Wet Woodland, Swale and River Edge Ecology



Meadow, Grassland and Ruderal Ecology

Enhancing Ecology

The Haringey Biodiversity Action Plan highlights selected habitats and species that are important to the borough.

- Allotments
- Gardens
- Parks and Green Spaces
- Woodland
- Standing Water
- Built Structures
- Bats (all species)

Our proposals aim to promote these habitats and help support the action points of the plan.

- Protect and conserve Haringey's veteran trees
- Restore and increase standing water habitats
- Biodiversity improvement work
- Improve access to nature in Haringey's parks and green spaces, particularly in areas of deficiency in access to natural green space
- Increase area of woodland
- Promote the construction of biodiversity features within new developments

Creating a network of habitats through out Tottenham Hale will help create corridors for wildlife as well as enabling local residents to experience a range of habitats. Down Lane Park is an important opportunity in increasing access to nature for local residents, creating a range of habitats within this important open space will be key to achieving a Borough Grade SINC (Site of Interest for Nature Conservation).



Proposed Blue Network



Blue Network

Re introducing 'wetland' features into the urban realm will enable local residents to interface with Tottenham Hale's natural heritage as the River Lea floodplain.

Making water visible again in the urban realm

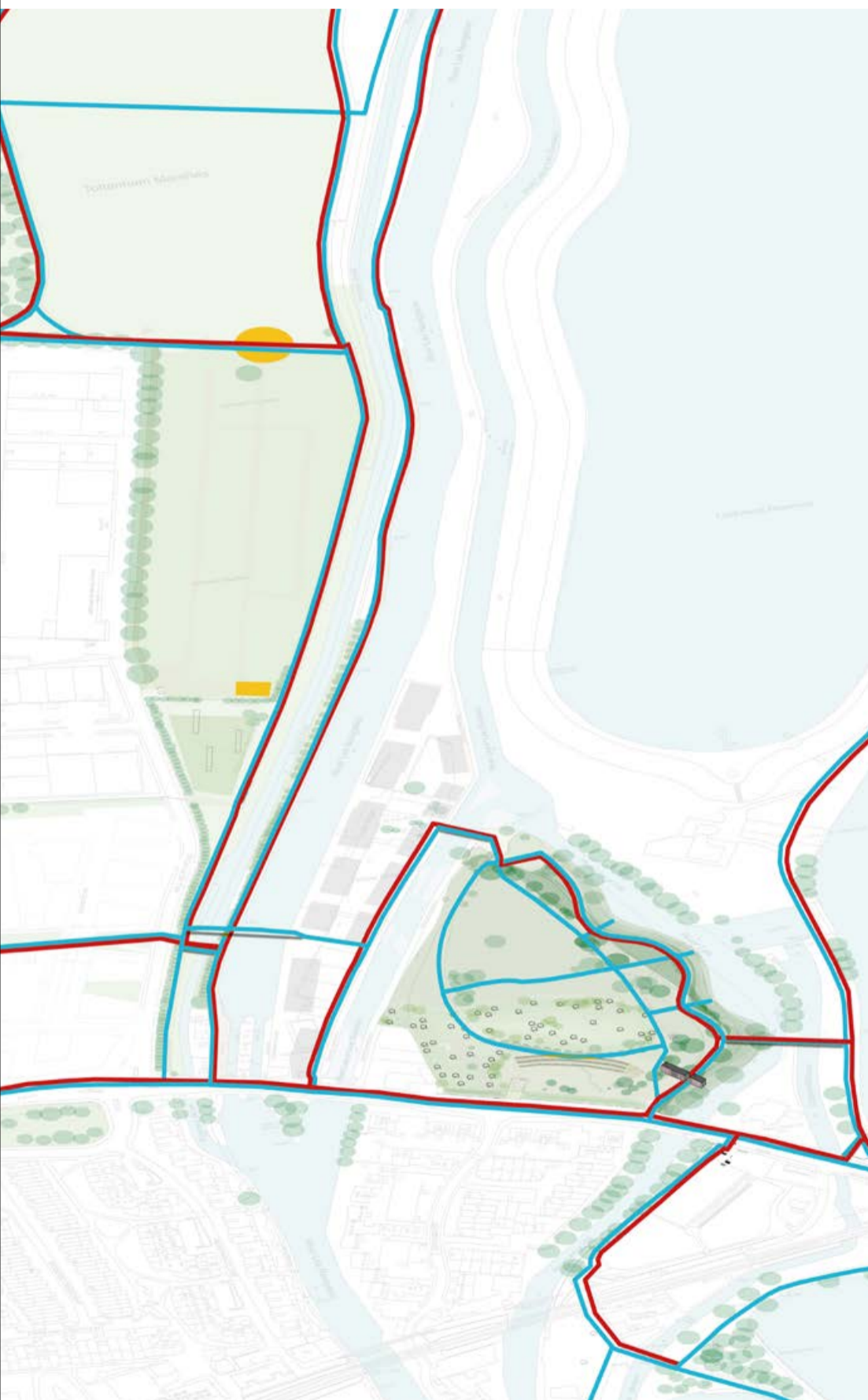
- SUDS proposals for streets
- De culverting the Moselle where possible
- Water edge street trees to support a legible riverine landscape

Development to have a sustainable agenda for water conservation

- Roof water runoff from the adjacent DCF in Down Lane park can be harvested and used to feed SuDS and Swales.



Proposed Urban Network



Urban Network

A legible network of routes which are safe, well used and well surveyed are important for the urban network. Direct routes which link local residents to local resources and infrastructure will be key. Enhancing the environment of these routes as well as ensuring there is 'access for all' is vital.

Improve East West access to the Lea Valley

- A series of bridges satisfy the different objectives of the project
- A series of Pymmes Brook bridges create strategic access to the towpath/National Cycle Network 1 route
- Enhance existing links to provide access for all routes to the Lea Valley e.g. Underpass
- Hale Wharf bridge will provide direct access for new residents to the east to the Station and beyond
- Bridges and open spaces are key for social cohesion by bringing new and existing residents together

Move small businesses displaced by housing into local available space to activate adjacent green space

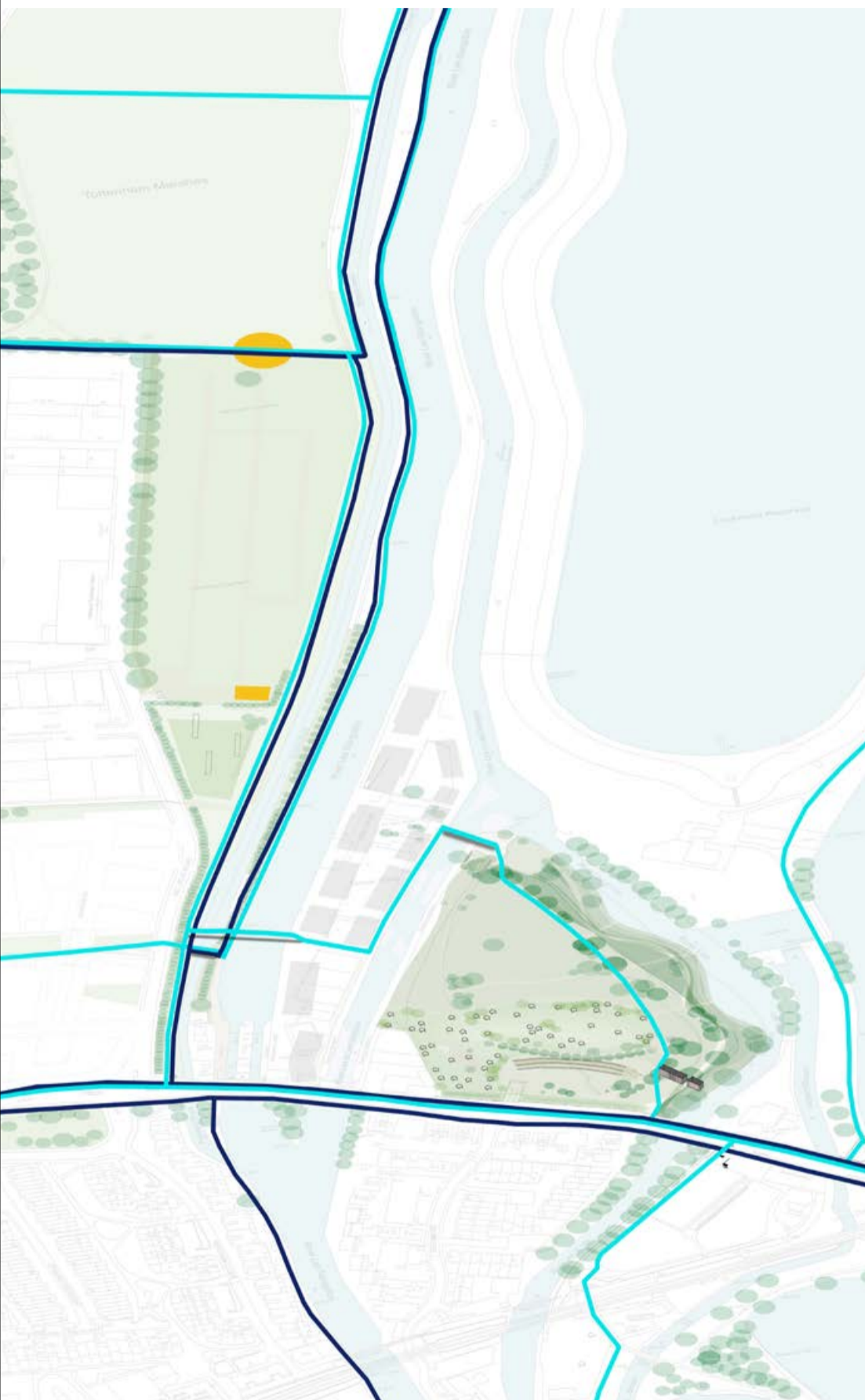
- Identify small business spaces which activates local open space and routes, providing safe routes during the day and a vibrant community enlivened by living and working.

Increased usability of open space to absorb new residents

- An extended Down Lane Park is the main opportunities for improved open space
- Create a social hub in Down Lane Park to support social cohesion



Proposed Cycling Network



Cycle Network

There are a number of ways the requirements of the two different types of cyclist in Tottenham Hale can be accommodated in the urban realm and open spaces.

Comprehensive network of routes

- Using existing open spaces to connect existing cycle routes
- Series of new pedestrian and cycling crossing points to improve connectivity
- Segregated cycle routes along Ferry Lane with SUD features

Promoting cycle culture in the urban realm

- Series of cycle hubs to be created in existing open spaces





Green & Open Space Strategy Project List

Priority Projects

- 1.The Paddock
 - New entrance and access requirements
 - Ecology Enhancements
 - River Restoration
 - Provision of educational facilities
- 2.Tottenham Hale Village Green/ Tottenham Marshes
 - Provision of new community facilities
 - Ecological enhancements
- 3.The Underpass
 - Regraded and enhanced entrance space
 - Green Link to Down Lane Park
 - Undercrofts enhanced for small businesses
- 4.Down Lane Park
 - Increased community and sport facilities in the central area
 - Deculverting of the Moselle and creation on a wet woodland
 - Grassland and wildflower enhancements
 - Natural play provided in the upper park
 - Footpath and entrance enhancements
- 5.Ashley Links
 - Increased open space linked to Down Lane Park
- 6.Chesnut Road
 - Removal of the eastern roadway
 - New junction with Park View Road and link to Hamilton Close
 - New open space and play facilities
 - Sud provision with combined footpath and cycle way
7. Dowsett Road, Scales road, Mafeking road, Dowsett Road.
 - Provision of new sud system along the roadway
 - Tree planting

Further Projects

- 8.Carbuncle Passage and Bridge
 - New bridge with access for all
 - Resurfacing of the passage
 - Boundary enhancements
9. Stoneleigh Road
 - Pocket Parks established
 - Linking of Holcombe Road and Brook Street and extension of the Holcombe Market
 - Parking adjusted and parklets provided e.g. new seating , open spaces, vegetation etc
 - Boundary works with associated businesses to facilitate spill out areas and interface with Stoneleigh Road
 - Resurfacing to promote cycling and pedestrian routes
 - New links created to adjacent residential streets and estates
10. Ferry Lane
 - Provision of new cycle routes
 - Enhanced environment e.g. planted verges, tree planting etc

Priority Bridges

- 11.Central Rail Bridge - HV2
- 12.Hale Wharf - HW1
- 13.Pymmes Brook - PB1
- 14.Hale Wharf - Paddock - LV1

Further Bridges

- 15.Tottenham Marshes - Hale Wharf - LV2
- 16.Tottenham Marshes - Hale Wharf - LV3
- 17.Pymmes Brook - PB2
- 18.Pymmes Brook - PB3



Down Lane Park view over the playing fields





Ferry Lane carriageway enhancements



Green Grid Strategy : Projects

A series of projects have been identified which will establish the infrastructure for the proposed Green Grid Strategy. These range from enhancements to existing open spaces, enhanced links and movement routes and the provision of new bridge links. The following spaces and links have been identified;

Priority Projects

- The Paddock
- Tottenham Marsh
- The Underpass
- Down Lane Park
- Chesnut Road

Further Projects

- Stoneleigh Road
- Carbuncle Passage and Bridge
- Ferry Lane

Priority Bridges

- Central Rail bridge
- Hale Wharf Bridge
- Pymmes Brook Bridge
- Paddock Bridge

Further Bridges

- Tottenham Marshes - Hale Wharf - LV2
- Tottenham Marshes - Hale Wharf - LV3
- Pymmes Brook - PB2
- Pymmes Brook - PB3

The following pages set out initial design ideas and feasibility studies for the spaces/links which are in line with the objectives established in the wider Green Grid Strategy.

Northern Bridge Link: A new pedestrian bridge link at the northern tip of the Paddock will help activate the site and tackle the current isolation issues. This bridge will link to the footpaths along the river bank which connect to the site entrance and classroom building.



Managed Access to the Central Woodland: The woodland at the centre of the site is predominantly mature elder with an understory of lichens and mosses. This area is also a key historic fly tipping site therefore managing peoples access to this part of the site is a key health and safety feature.

River Edge Habitat Enhancement: Providing access to the river bank is a rare opportunity. Reprofilling the river bank will enhance and diversify the river edge habitats and provide access for pond dipping etc. Two footpaths will be provided, one along the river edge and one at a high level to enable access during flooding events.

Viewing Platform: Located on the natural high point, the platform will give views of the Lee Valley, Walthamstow Wetland reservoirs as well as long distance views to central London.

Education Facility: A new classroom will help activate the site. This room can be used by local nature conservation groups as well as potential use by London Wildlife Trust the operators of the Walthamstow Wetland site.

Wet Woodland Habitat Enhancement: Reducing the levels in key areas of the existing woodland will create a natural wet woodland. Additional Willow and Alder planting will further enhance this habitat.

New Entrance: A single entrance is to proposed at the south east corner of the site to link with the two Walthamstow Wetland entrances along Ferry Road. Along the southern boundary of the site, adjacent Ferry Lane a new SUD system is proposed which is linked to the run off from Ferry Lane. This will draw the wetland habitat from the river bank to the edge of Ferry Lane.

The Paddock

The Paddock is a typical post industrial/tipped/abandoned area of land that has developed through natural colonization, like many habitats along the Lee Valley. This isolated nature of the site has helped its natural and ecological development, resulting in a mix of dense shrub, ruderal grassland and mature elder. However, anti social behaviour issues are also a key concern which put local residents off using it. A long history of fly tipping and misuse at the centre of the site has resulted in a high risk of ground contamination as well as affecting residents perception of the space.

Paddock Opportunities

- The eastern edge of the site is formed by the Old River Lee the remnant of the historic course of the river, there is potential to access the river edge, a rare opportunity in the local area
- Links to the Walthamstow Wetlands - There is potential for the paddock to act as a 'satellite site' for the Wetlands, where London Wildlife Trust (the operator) can host training and educational activities

The key objectives for the Paddock site are:

- **Preserve the paddock's historic island past**
- **Rebuild the historic Ferry Boat Inn bridge on Ferry Lane/ Forest Road**
- **Removal of noxious weeds that are also contaminating down river locations**
- **Activate the eastern river edge by focusing pedestrian movement and activity along the river edge**
- **Habitat enhancements to the old river edge to enhance and extend existing habitats and mitigate additional pedestrian access**
- **Woodland habitat enhancements to diversify and extend the current ecology to enhance this site as a local nature reserve**
- **Educational facility and Volunteers hub which can be used by local ecology groups**
- **Establish links with Walthamstow Wetlands via shared use of educational/ training facilities based on the site and a relocated entrance nearer Wetlands**



Pedestrian & DDA Routes

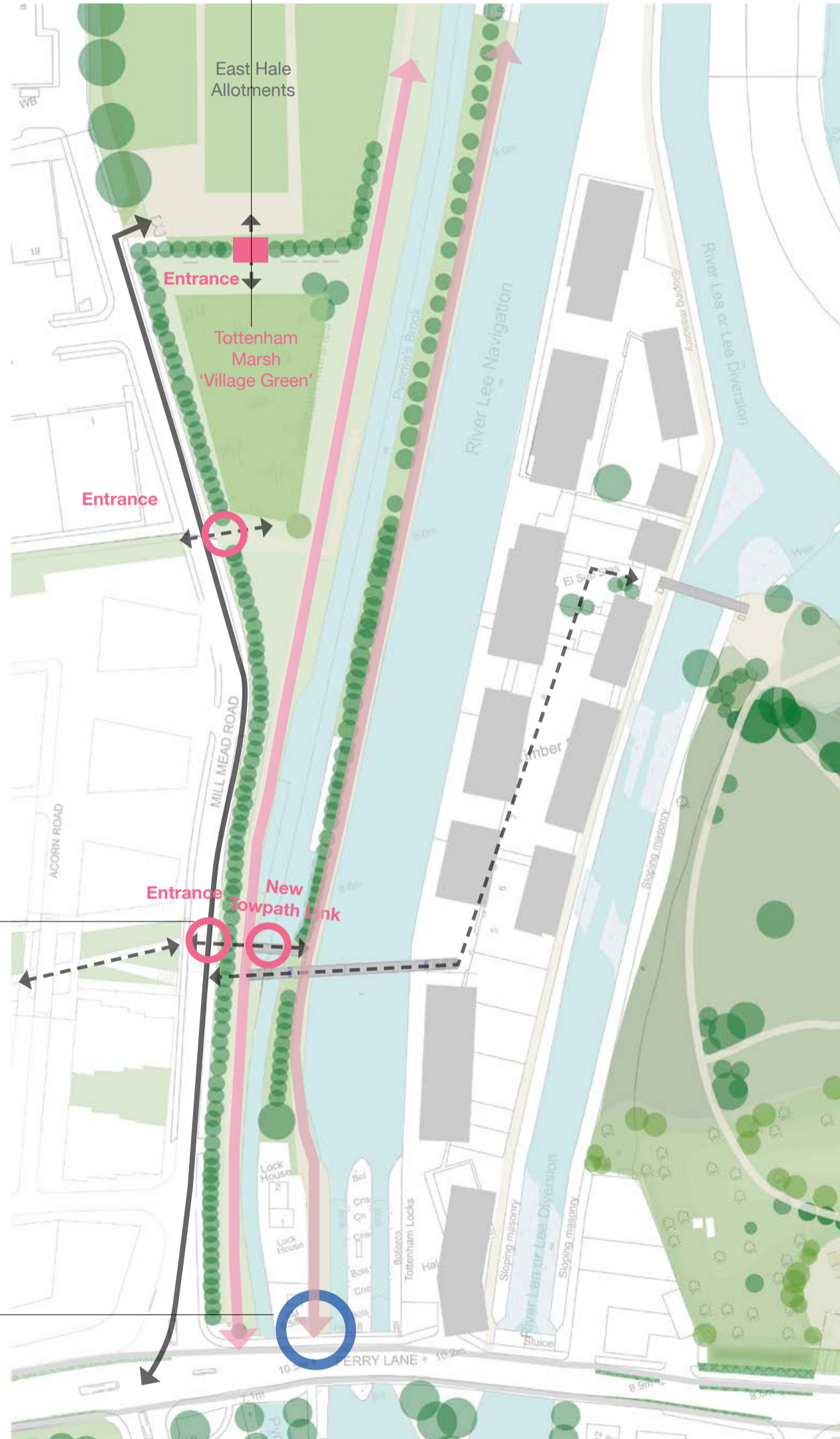
- DDA accessible route
- Pedestrian route



Cycle Routes

- Leisure cyclists
- Commuter cyclists

'Village Green': Linking this space to the adjacent allotment and potential northern bridge will help activate this space, which will help to tackle anti social behaviour and isolation issues. Enabling this space to be used by local community groups will help bring local residents into the Lee Valley, making them aware of this key natural resource.



New Towpath Links: There is potential for a series of new bridge links which connect the Tottenham Marsh path way to the towpath. The new bridge links will accommodate wheelchair access and link to existing pathways e.g. adjacent Hale Village, the underpass and 'Village Green'.

Existing Towpath Link: There is only one entrance to the towpath in Tottenham Hale. Located off of Ferry Lane, the entrance has access issues caused by steep ramps and an uneven surface.

Tottenham Marsh "Village Green" Proposal

Tottenham Marsh Village Green

Located to the south of the East Hale Allotments, this space is a natural pausing point where people stop during the day. However, this stretch of the Lea Valley is isolated. Ferry Lane is the only access point to the Lea Valley towpath and the Tottenham Marsh pathway and the only point where the two paths connect, the next access point is at Stonebridge Lock to the north. This results in a long stretch of isolated pathways which affects their use.

Village Green Opportunities

- This space is the first point, when travelling north from Ferry Lane where the Lee Valley opens out creating a natural entrance space
- Establishing links to the allotment will link this space to a key community resource. Living Under One Sun, a local community facility have a base in the allotments where a number of important community activities and resources are based.
- The rich species hedgerow which borders the western edge which is of high value. This hedge is also an important edge to the Lea Valley.

The key objectives for the 'village green' include:

- **Creating links to community groups e.g. Living Under One Sun, to encourage use of the space.**
- **Create a new access to the allotment from the village green to help activate the space**
- **New bridge links to help activate the space and create a new entrance onto Millmead Road.**
- **A small hut on the edge of the allotments to support bee keepers and horticultural training**
- **New seating opportunities**



Pedestrian & DDA Routes

- DDA accessible route
- Pedestrian route



Cycle Routes

- Leisure cyclists
- Commuter cyclists

Underpass Enhancements: Approach to the underpass to be regraded to improve sight lines by opening up the approach and creating an entrance space. This space will extend eastwards to open up the bridge access. Underpass space to be activated by the proposed Harris Academy sports facility.



Underpass Proposal

Eastern Footpath Enhancements: Opening up the eastern pathway by creating a string of green spaces which contain a mix of informal play and sport facilities will improve this route.

Displaced business locations: Beneath Watermead Way are two covered spaces which could be populated by businesses displaced from the proposed residential developments. This relocation would help activate the underpass and eastern footpath to help activate anti social behaviour.

The Underpass

The underpass is an important existing access to Tottenham Marshes for local residents to the west. However, due to the poor condition of the underpass, the lack of visual access, existing barriers and lack of natural surveillance it is not as well used as it could be.

The Underpass Opportunities

- Adjacent development is a potential opportunity to regrade the current approach to enhance views through and from the underpass
- Development of the Harris Academy's sports site is an opportunity to activate the underpass space by creating a direct interface between the two sites
- Creating a link to Down Lane Park by enhancing the existing footpath by creating a series of spaces
- There are two spaces beneath Watermead Way which could be used by local businesses displaced by new developments, which will activate the underpass space encouraging use

The key objectives for the underpass include:

- **Removal of physical barriers to access**
- **Re-grading of the approach to the underpass and bridge to improve sight lines through the underpass**
- **Removal of the retaining wall that obscures views through the underpass and move this back into the adjacent development land**
- **Activate the eastern and western approach to the underpass by creating interfaces with the new developments**
- **Support the establishment of businesses in under used spaces beneath Watermead Way**
- **Enhance the underpass through new lighting and improved drainage.**



Pedestrian & DDA Routes

- DDA accessible route
- Pedestrian route



Cycle Routes

- Leisure cyclists
- Commuter cyclists



Existing 2011 Masterplan for Northern section of park

Down Lane Park

Located at the heart of the old and new residential areas, Down Lane Park is a well used local facility. The northern playing fields, characterised by tree lines and tree groups, contains a popular route connecting Park View Road to Tottenham Hale Station. The central area of the site consists of a variety of sport courts as well as a private nursery and council maintenance depot. The southern tip of the site is the main play area for younger children and a new BMX track for older children. Recent investment has seen significant improvements to the play facilities in the park, including enhanced play for 0-7yr, a BMX track for older children, new external gym equipment and resurfaced tennis courts.

Though well used, the Park was categorised in the Haringey Open Space Study 2006 as being 'below average' when a qualitative assessment was undertaken of facilities and features in the park.

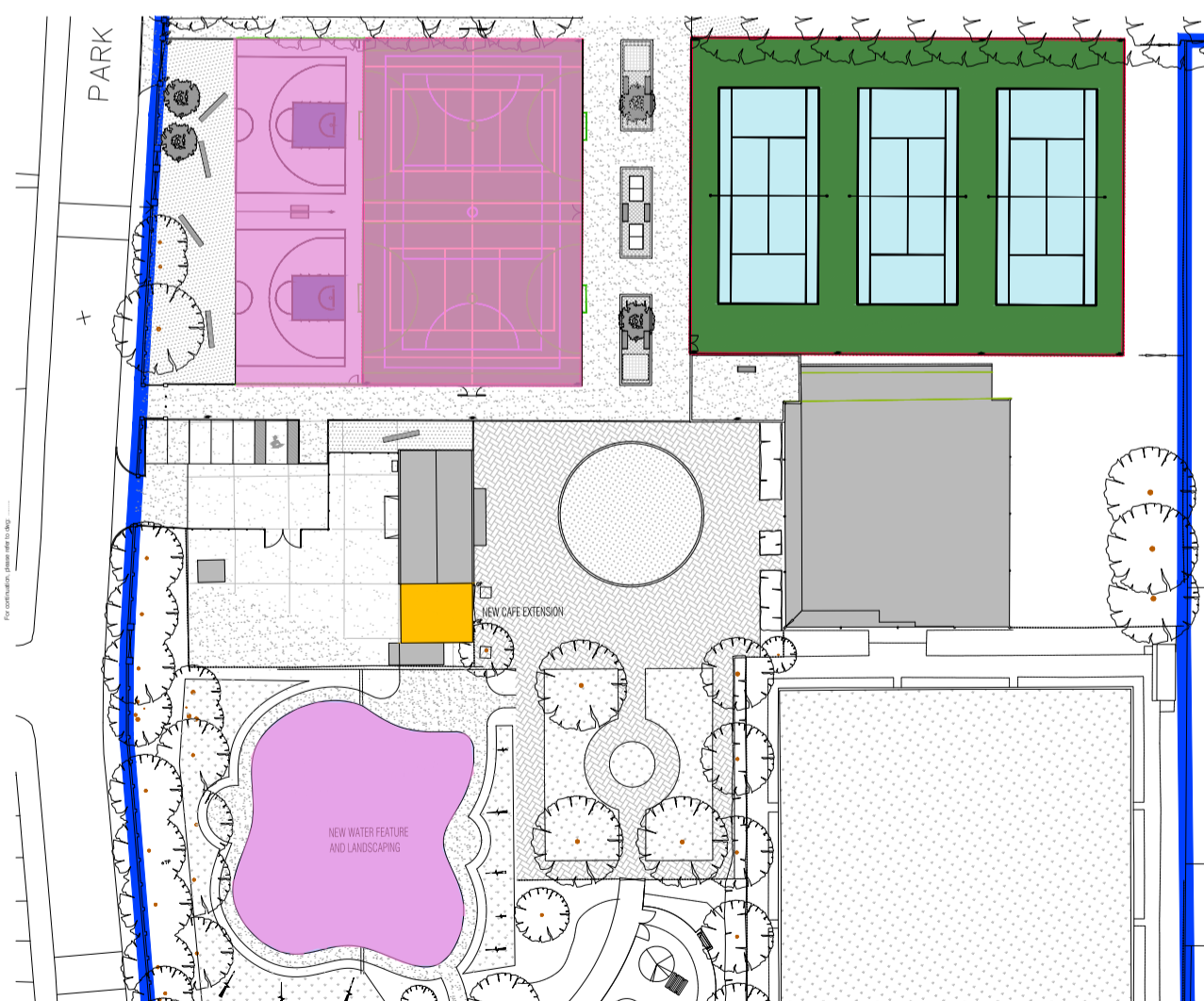
In 2011 a Masterplan study was carried out which established a series of objectives for the upper park and central area. A series of these enhancements have been implemented e.g. outdoor Gym. In 2013 a masterplan was developed for a new 'sport zone' for the central area of the Park. The first phases of these works e.g. the resurfaced tennis courts have taken place.

These masterplans have played a key role in the development of an enhancement strategy for Down Lane Park. Key items, not yet delivered have been incorporated in to the strategy to ensure the proposals meet the requirements of existing residents whilst reflecting the change in context since these original masterplans were developed.

The council will work with the Friends of Down Lane Park to develop the proposals and agree next steps.



Existing 2011 Masterplan Option for the central section of the park



Sport Zone 2013 Masterplan for the central area of the park

This proposal shows some ideas of how to improve Down Lane Park in the future

Habitat Enhancements: Existing woodland enhanced to create a wet woodland. Depression to be created where possible and new tree planting to enhance the existing habitat.

Linking Sport Facilities: Links to Harris Academy would greatly enhance the sport facilities in this area and reduce the pressure on Down Lane Park.

Park View Crossings: New crossing points along Park View Road which align with the adjacent residential streets to the west. Additional entrances will help improve access to the park.

Central Route Improvements: Central route widened to 3.5m to accommodate both pedestrians and cyclists.

Deculvating the Moselle: Water introduced into the park through potential de-culvating of Moselle.

Habitat Enhancements: The creation of a wildflower meadow within the existing woodland would be beneficial to the sites ecology.

Existing Masterplan: The current masterplan for the park is being actioned by the Friends of Down Lane Park and the Council's Park department. The new basketball courts are to be installed and the car park for the maintenance depot reduced.

Central Area Enhancements : New community garden, allotment plots and provision of new changing room and a cafe will help in creating the main social hub of the park.

New links: The provision of new routes through the central area which link to the proposed Ashley Road development can be accommodated in the central area.

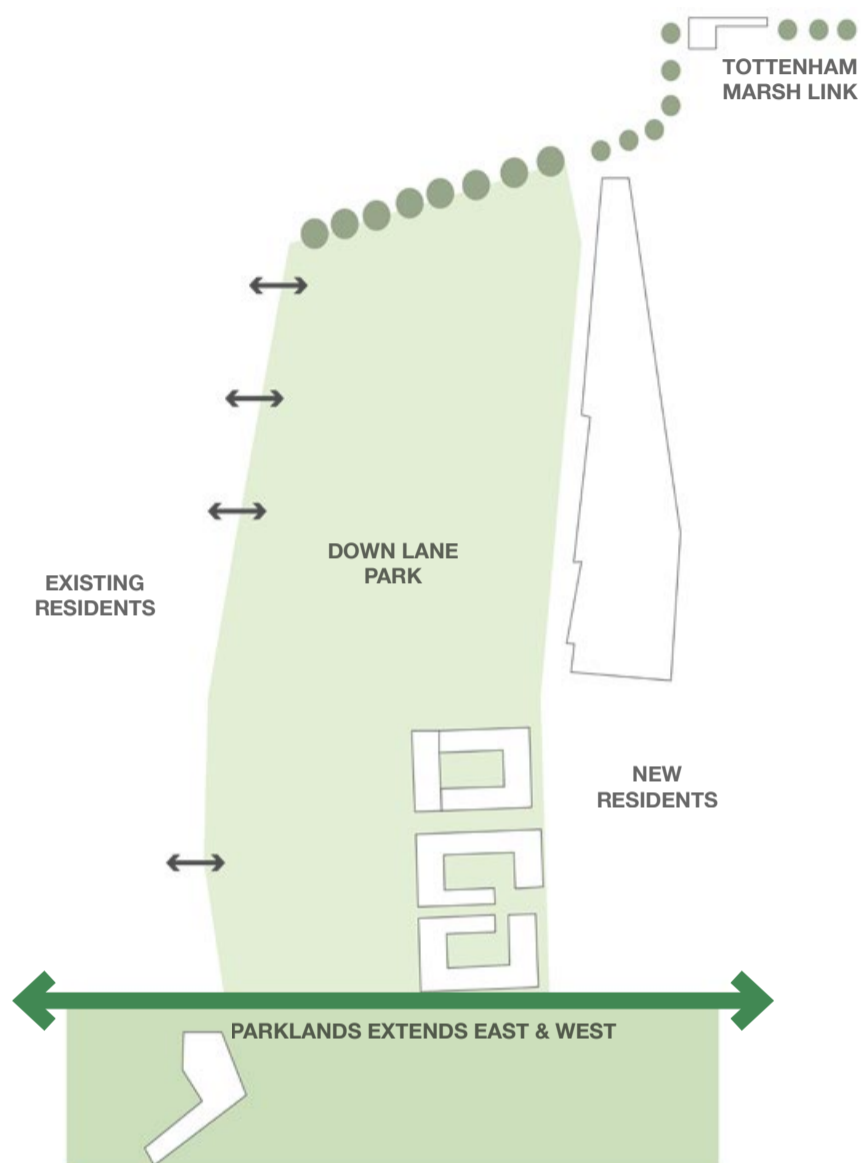
Play Enhancements: The additional access points into the central areas will reduce the amount of visitors passing through the play facilities. Potential for further investment in the play facilities.



Down Lane Park Proposal

Visual Links: 'Windows' within the new development blocks will create opportunities for views to Ashley Road. Visually the green parkland will extend around the new development blocks.

Green Streets: This route, similar to Chesnut Road, extends the parkland eastwards to the edge of Watermead Way, setting the southern of the new buildings within parkland



Down Lane Park Strategic Concept

Down Lane Park

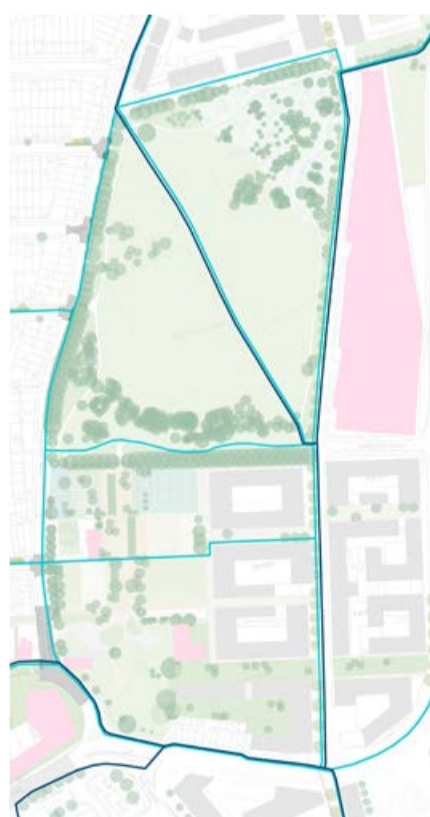
- A series of strategic opportunities have been developed for Down Lane Park;
- Increase access to nature - Enhancing the sites ecology will extend the natural environment from the river corridor to this site, reducing existing areas deficient in access to nature
 - Extend the Park east and west via Chesnut Road and the Ashley Links
 - New development adjacent the park should sit within the park extension
 - Improve connections over Park View Road
 - Improve access to Tottenham Marsh via the underpass

Down Lane Park Detailed Opportunities since the Masterplan

- The central area of the park is a key opportunity for improvement. Currently the space is under used but has the capacity to be an important social hub in the local area.
- The under used Bowling Green in the central space and the old MUGA are a key opportunity for enhanced community facilities such as community gardens / allotments
- Down Lane Park could become the social heart of Tottenham Hale, bringing together new and existing local residents.
- A more sustainable way to incorporate water into the park could come through the de-culverting of the Moselle and/or Swales fed by adjacent runoff.

Key objectives for Down Lane Park include

- **Creating a social hub for the existing and new community by improved community facilities at the centre of the site e.g. cafe, changing rooms, community room, community gardens etc**
- **To build on the existing Friends of Down Lane Park masterplan by improving play and sport facilities**
- **Accommodate additional links in through the park to integrate adjacent new developments**
- **Achieve Borough grade Site of Importance to Nature Conservation**
- **New tree planting to create a diversity of tree species and age ranges**
- **Substantially increase Biodiversity of the park**
- **New planting to reflect the riverine context of the park**
- **Upgrade sports pitches in the context of emerging changes to sport in the area**
- **Integrate visible water and water systems in the park**
- **Upgrade the diagonal route across the park to aid pedestrian and cycle shared use**
- **Use the Emerging District Centre Framework as an opportunity for the park.**



Pedestrian & DDA Routes

- DDA accessible route
- Pedestrian route

Cycle Routes

- Leisure cyclists
- Commuter cyclists

High Street Interface: Vehicle access to be retained to enable access to Stoneleigh Road and Rycroft Road. Separated cycle access to be provided to ensure safer link for pedestrians and cyclists

Linear Park: A combined 3.5m cycle and pedestrian route to be provided to the north of the park and a 2m pedestrian pathway running through the centre of the park. Existing green spaces to the southern edge are linked into the parkland providing play opportunities

Tamar Way Pathway: Existing pathway enhanced to improve existing route and link to the park. New tree planting and vegetation to create a route which compliments Chesnut Road.



Chesnut Road Proposals

Road Adjustments: To extend the pedestrian zone a new access to Hamilton Close is proposed off Fairbanks Road. Any future impact on car parking provision will be considered as part of proposal design development.



Pedestrian & DDA Routes

- DDA accessible route
- Pedestrian route



Cycle Routes

- Leisure cyclists
- Commuter cyclists



Park View Road Junction: To further extend the pedestrianised route along Chesnut Road, Fairbanks Road has been realigned and a new junction proposed between Chesnut Road and Park View Road to prioritise the pedestrian and reduce the number of interfaces between pedestrian, cyclists and vehicles.

Chesnut Road

Chesnut Road is a well-used route which links the High Road to Down Lane Park. The western and eastern extent of the road provides vehicle access to the residential estates to the south, whilst on street parking dominates the sides of the road creating a conflict with the existing cycle route. The existing pedestrianised zone at the centre of the street makes it an important link for local residents, however the pedestrianised area could extend further.

Chesnut road Opportunities

- Existing street parking on Chesnut Road currently sits outside current parking restrictions although in the future this will be changed to include it in the parking zone. Loss of parking is acceptable because the initial parking study indicates that there is capacity in adjacent streets
- Park View Road to the east of Chesnut Road is a key barrier for pedestrians and cyclists accessing the park and areas further east.
- Connecting the existing pockets of incidental green along Chesnut Road with a new linear park which occupies the current roadway would greatly unify the space, creating a parkland which extends from Down Lane Park further to the High Street.
- The existing small pockets of green can become new play facilities particularly 'door step' play for 0-5yr and 'local play' facilities for 0-7years for new and existing residents.

The key objectives for Chesnut Road include:

- **Creating a new linear park on the road to extend Down Lane Park towards the High Road**
- **Provision of 3.5m combined cycle and pedestrian route**
- **To accommodate some match day pedestrians on this 3.5m route**
- **Provision of an additional pedestrian leisure route within the new linear park**
- **Reduce the dominance of vehicles by extending the pedestrianised zone**
- **Altering the Down Lane Park Road junction to support better connection with the park**



Palm Tree Court: An existing alley connects the High Street to Palm Court Road. This alley is a key opportunity for evening activation, alternatively, this could be an art inspired community facility.

Reed Road Estate Access: There are two key existing gate ways into the Reed Road Estate which could create 2 quick links for these residents to access the High Road.

Holcombe Road Market: There is an opportunity to connect Holcombe Road Market and Brook Street creating a larger public space. In addition there is an opportunity to introduce play opportunities to create a playable landscape.

Parking Spaces to Parklets: There is potential to alternate the on street parking on either side of the road to act as a vehicle calming measures. In addition creating a series of Parklets within some of the parking spaces will create a series of community spaces and spill out spaces from the adjacent restaurants, pub and markets

Albert Place: There is an opportunity for the Beehive Pub to extend onto the Albert Place alley to activate Stoneleigh Road.

New Link to Scale Road

Pocket Park: There is potential to convert the existing car park into a pocket park.

Stoneleigh Road Proposals

Stoneleigh Road

Stoneleigh Road is situated to the rear of the High Road. The road is dominated by vehicle movement, caused by 3 large car parks, on street parking and deliveries to the larger High Road shops e.g. Asda. Vehicle movement and lack of connections to the residential street to the east have created a barrier to pedestrian movement.

Although car parking provides some natural surveillance, the street can often feel intimidating due to the lack of activity. Therefore, a key opportunity is to activate the street by using under used spaces that could be populated by community facilities such as markets, pocket parks, play spaces or extending existing facilities into the space such as spill out areas for restaurants, cafes and pubs or an external space for the Chapel. These spaces include existing car parks and alleys as well as car parking spaces.

Stoneleigh Road Opportunities

- Improving connections to the High Road and residential streets
- Increasing activity along Stoneleigh Road opening businesses onto the street and establishing a night time economy parallel to the High Street.
- Identify potential development sites which could interface with Stoneleigh Road e.g. the most northern car park
- Extending Holcombe Road Market into Brook Street by creating a pedestrian square which could accommodate a variety of activities
- Converting the southern car park to a pocket park which would link to Chesnut Road and the proposed series of open spaces located there.
- Reorganising the on street parking would create natural traffic calming measures and space for 'parklets' (small seating/ green spaces) within under used parking spaces.

The key objectives for Stoneleigh Road include:

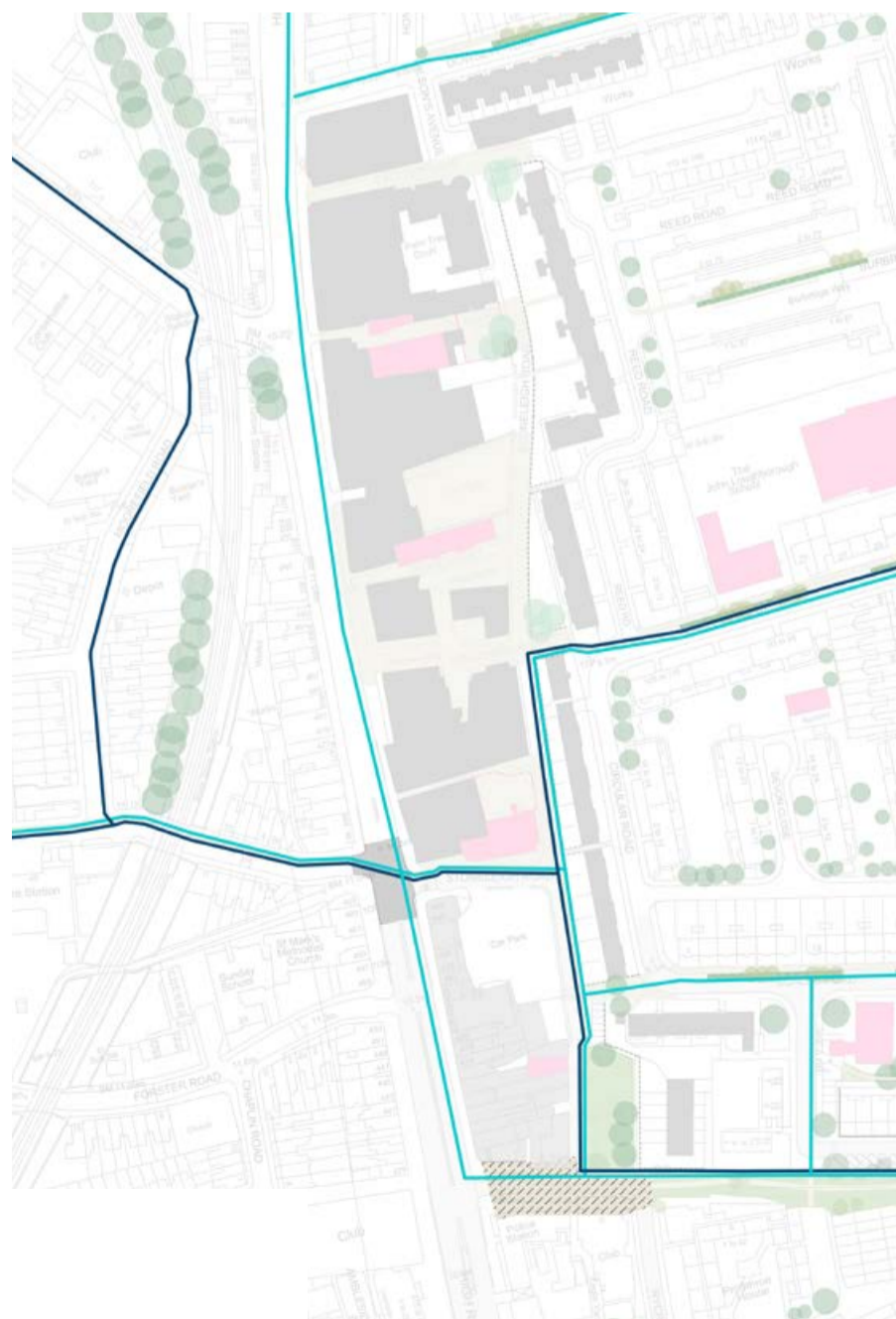
- **Enhance and activate key spaces along the street to become a community asset therefore tackling anti social behaviour issues.**
- **Increase links to the residential streets to the east**
- **Prioritize the pedestrian and the cyclist along the roadway by slowing vehicle movement**

Stoneleigh Road could become an active community space with a permeable eastern boundary by creating additional links through to the residential estates.



Pedestrian & DDA Routes

- DDA accessible route
- Pedestrian route

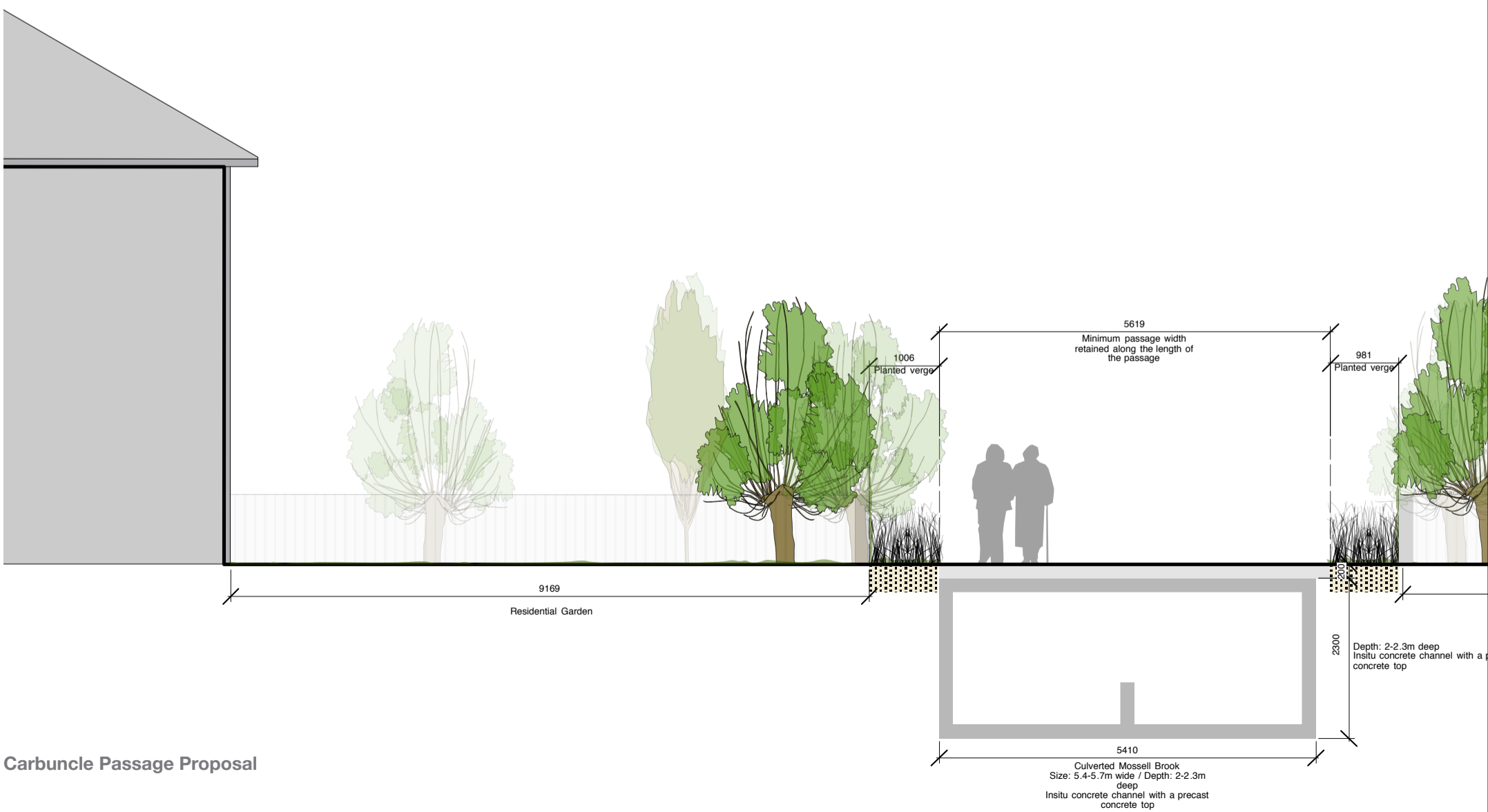


Cycle Routes

- Leisure cyclists
- Commuter cyclists



Carbuncle Passage looking east



Carbuncle Passage Proposal



Carbuncle Bridge looking east towards the marshes

Carbuncle Passage and Bridge

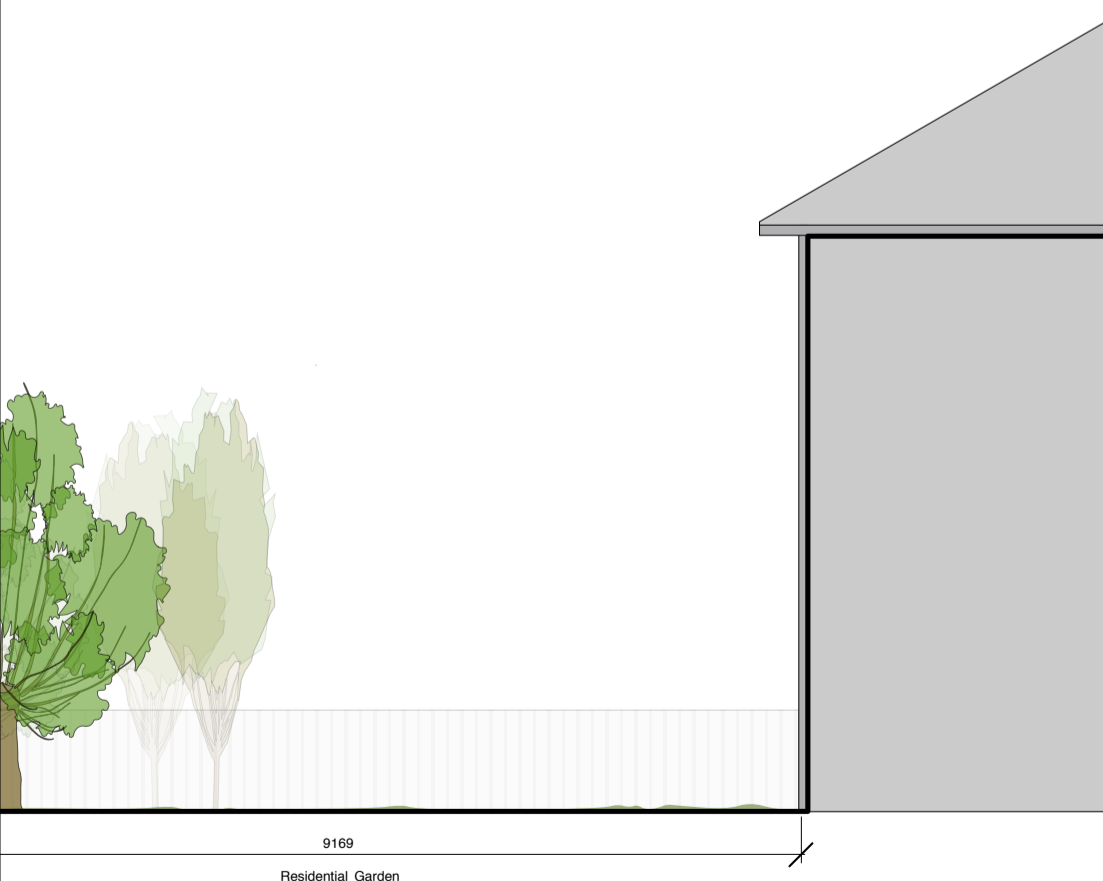
Carbuncle Passage is a pedestrian route which traces the flow of the Moselle Brook from Scotland Green To Tottenham Marsh. Located between the rear garden's of the adjacent residential properties, Carbuncle Passage is hidden from view and therefore is often misused e.g. dumping. The boundary of the passage is formed by fences of the adjacent back garden and is in places in a very poor condition, creating an untended aesthetic. The passage is a direct link between Hartington Park and Tottenham Marsh via a pedestrian bridge. The bridge is hidden from view by existing fences and is set in quite a hostile environment. The bridge itself is stepped, restricting it's use by residents with mobility difficulties, but also restricting views along the bridge.

Carbuncle Passage Opportunities

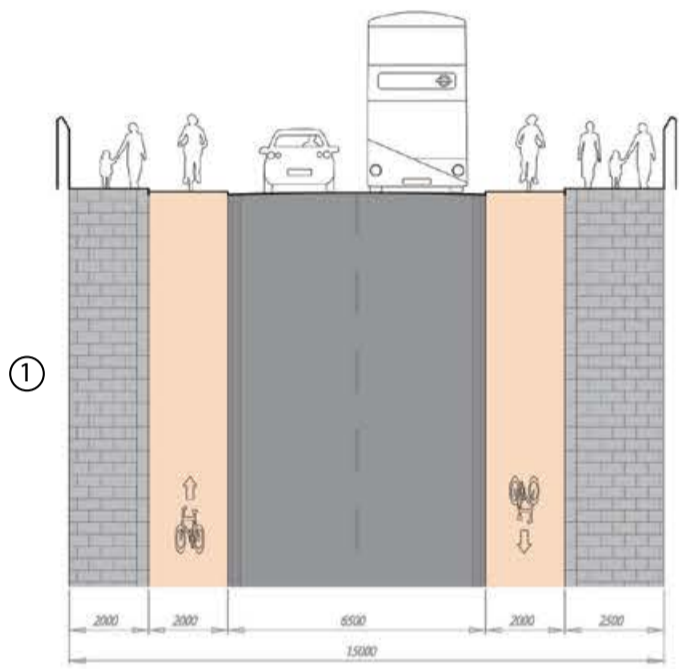
- Extending the Lea Valley along this route to the High Road would create a legible route as well as 're - greening' the urban environment
- Enhancing the existing boundaries along the passage will enhance the route, creating a secure edge to the passage as well as allowing views over the adjacent gardens to tackle anti social behaviour issues.
- Views from Carbuncle Bridge over the Marshes are beautiful and could be experienced by more people if the route was improved.

The key objectives for Carbuncle Passage include:

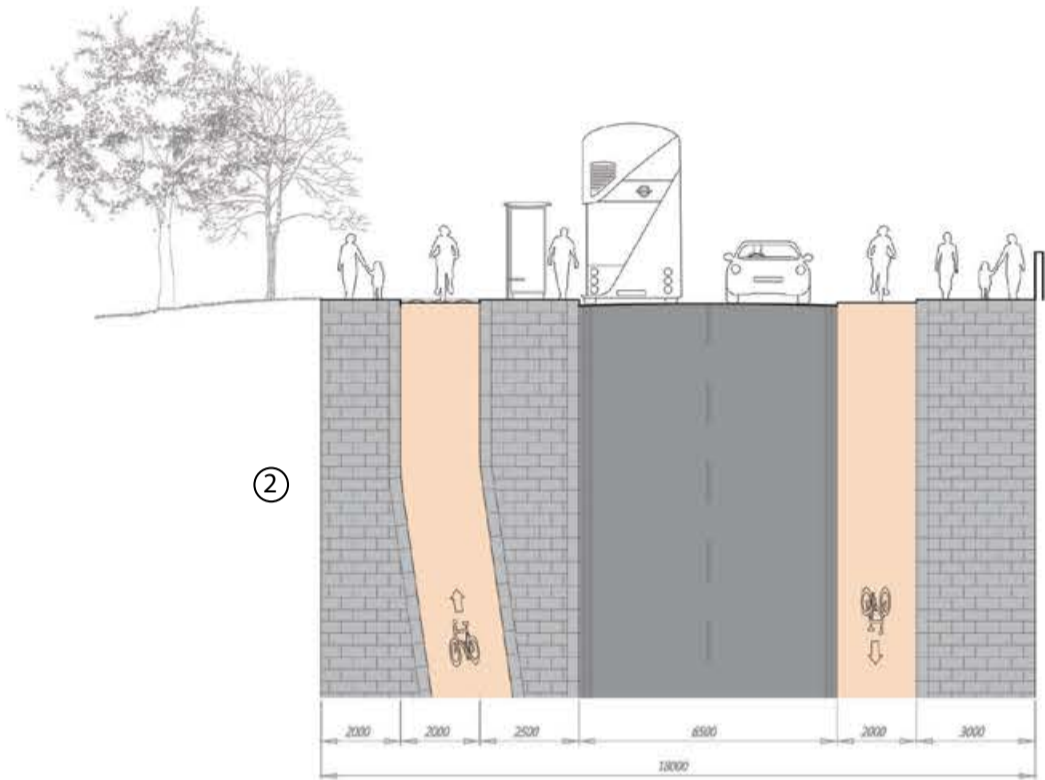
- Greening of the route through back garden tree and climber planting
- A new bridge link to Tottenham Marsh



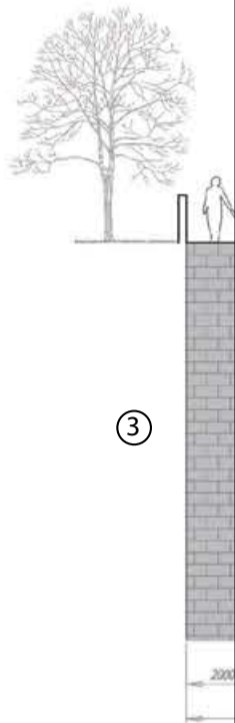
9169
Residential Garden



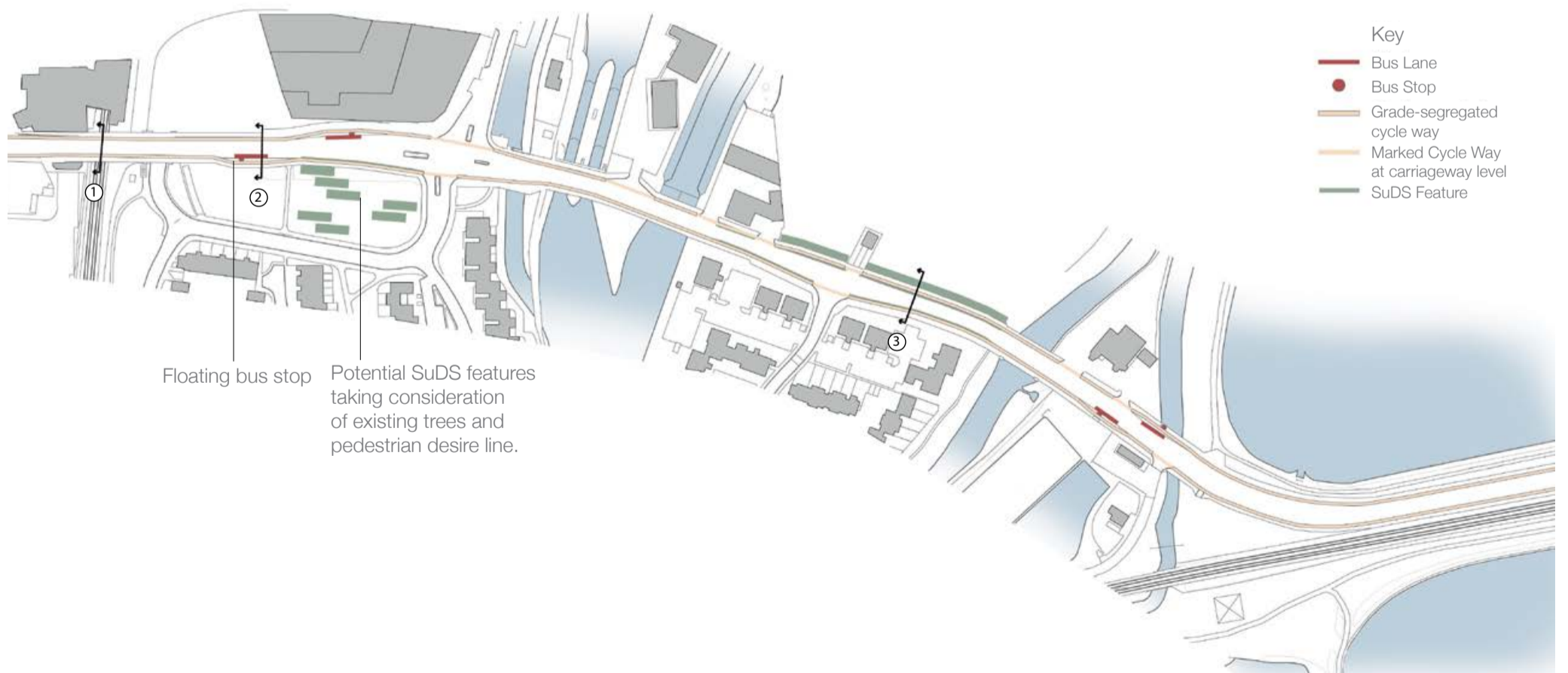
① Railway Bridge, Grade segregated cycleways



② Floating Bus Stop, Grade segregated cycleways

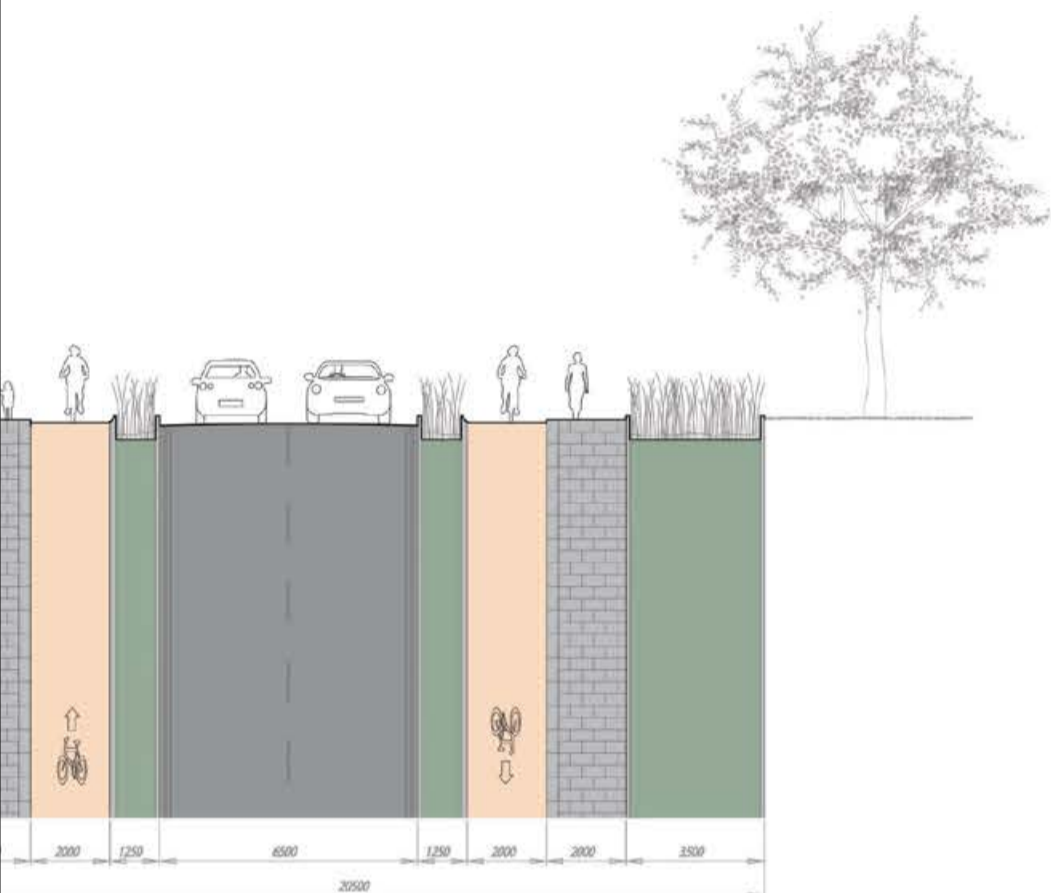


③ SuDS



① Floating bus stop
 ② Potential SuDS features taking consideration of existing trees and pedestrian desire line.
 ③

Ferry Lane Proposed Pedestrian and Cycle Provision



S Features, Grade segregated cycleways

Ferry Lane

There is an opportunity for dramatic change from grey to green on Ferry Lane. This new green gateway will then convey a strong sustainability message for Tottenham Hale.

The proposals combine rationalisation of bus lanes and roads to create segregated cycle ways, improved pedestrian ways and SUDS

The key objectives for Ferry Lane include:

- Segregated cycle ways
- Enhanced pedestrian routes
- Visible green to enhance the experience of travelling through the Lea Valley
- Phytoremediated SUDS system in the highway
- Green gateway to Tottenham, Blackhorse Road and Walthamstow Wetlands

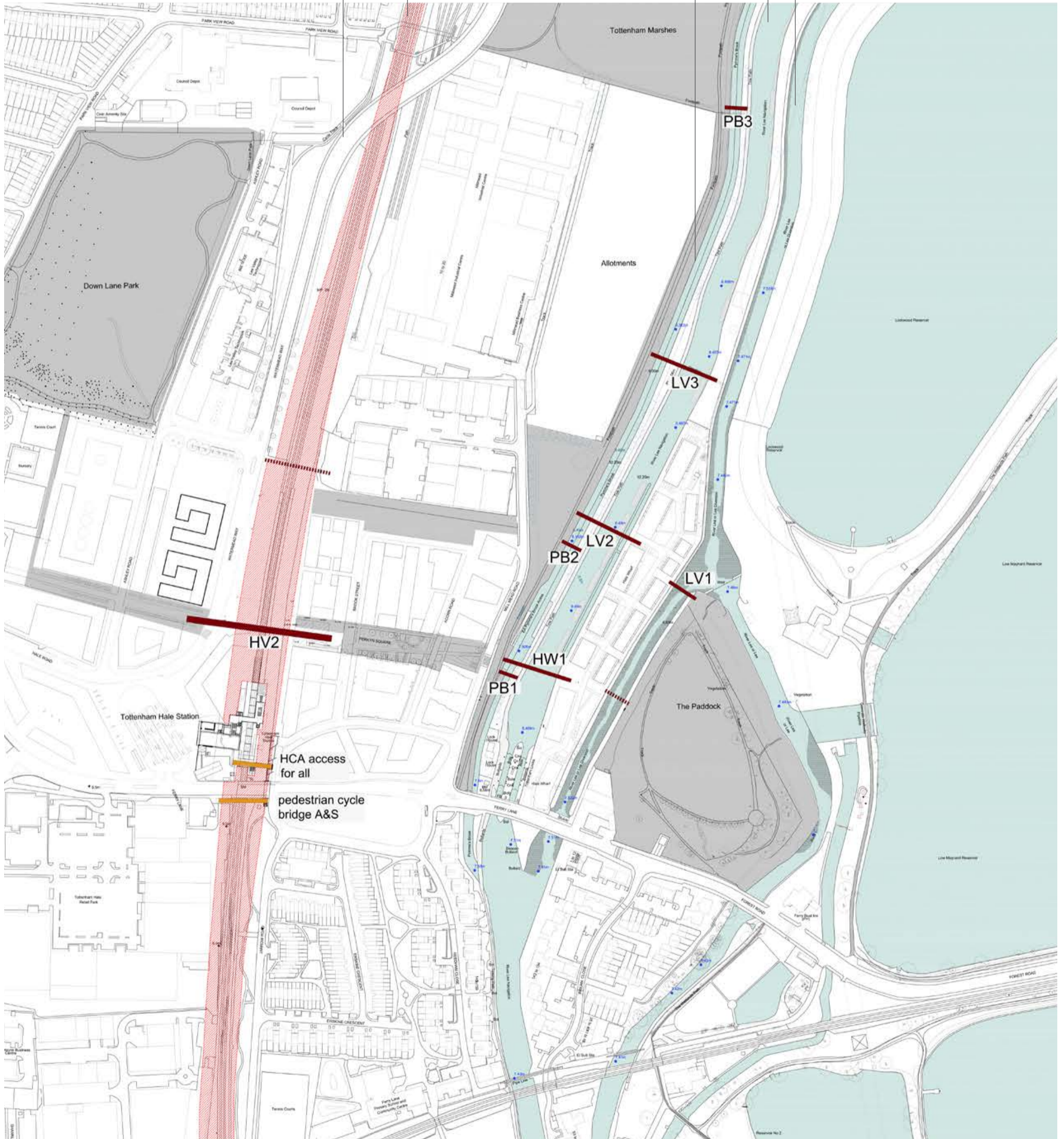


Ferry Lane Existing



Ferry Lane Proposed

Watermead Way
 Railway (potential Crossrail corridor highlighted)
 Pymmes Brook
 River Lea
 River Lea Diversion



Site plan showing the location of bridges studied

- bridge locations studied
- bridge locations scoped but discounted
- bridge locations studied by others
- constraints
- 8.487m Flood risk levels 100 yrs + climate change

Bridges

The railway line and highway at Tottenham Hale create a strong barrier between existing residential areas and the landscape of the Lea Valley, and isolate existing and potential residential sites. Although the valley has significant landscape and ecological value, it is divided up by four watercourses and the raised reservoirs, and therefore does not offer users a coherent and high quality network of walks. The delivery of new housing and the opening of the Walthamstow Reservoirs to public access in 2017 both create the momentum for a coherent network of paths, supported at appropriate locations by new bridges.

The bridges proposed as a part of the Green Grid of routes would support movement within open spaces, across the borough, and through the valley. A series of small bridges across Pymmes Brook would link Tottenham Marshes and the towpath, improving ease of use and navigation in existing well-used open spaces. A more substantial bridge over Watermead Way and the railway line would offer a quiet connection between Down Lane Park and the valley, passing through the recently built Hale Village and its park. A bridge across the River Lea Navigation would continue this route to the new residential development at Hale Wharf. Bridges at the northern end of Hale Wharf and the northern tip of the Paddock would connect the well-used towpath with the new Walthamstow Wetlands path through the heart of the valley.

Inclusive Design has been a key driver behind the proposals to enable the widest group of people to use and enjoy the environment on equal terms. The bridges over the railway and River Lea Navigation are therefore proposed with lifts. The smaller bridges can be realised either level or with short ramps. The proposed design approach considers the bridges in their urban and landscape context, with simple forms in Cor-ten weathering steel, and structure kept below balustrade height in the valley in order to offer unobstructed views over the landscape.

Bridge Objectives

- **Establish a coherent network of paths offering direct, quiet connections in urban areas and varied circular walks in the valley.**
- **Pedestrian and leisure cycling connection between Down Lane Park to the valley, through Hale Village**
- **Pedestrian connection from Hale Wharf to the station**
- **Pedestrian and cycle connection from Stonebridge Lock into the Walthamstow Wetlands**
- **Inclusive Design is a key driver behind the proposals to enable the widest group of people to use and enjoy the environment on equal terms**
- **Respond to the different technical and spatial parameters of each location in a coherent design approach covering all bridges**
- **Simple bridge design that reinforces the green context through which bridges are passing and enhances users' experience and views of the landscape.**



Historic Timber Bridge



Timber bridge, Bridge, Vallee de Woluwe



Corten Steel Bridge



Steel Bridge, Rainham Marsh

Bridges

Design Approach

In addition to the technical and spatial parameters, we have responded to the characteristics of the area with these principles:

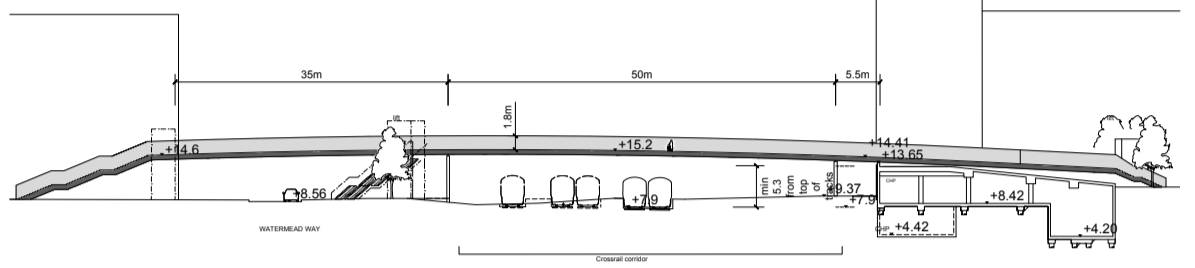
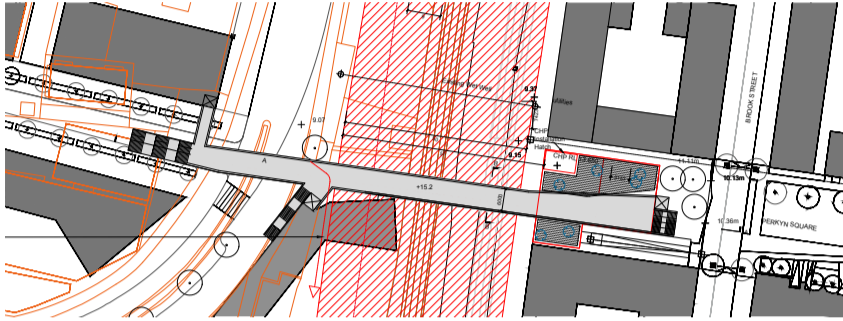
- All bridges to be left open at the top – avoiding a caged feel
- The 'green', landscape character should be provided by the streets and spaces adjacent, not by the bridges themselves – not a 'land bridge'
- Vertical elements of green on the horizon such as trees will be key to grounding the bridges
- Bridges in the Lea Valley landscape to be kept to balustrade height, allowing unobstructed views out (and avoiding competing with the tall electricity pylons)
- Designs not 'iconic' but simple, 'vernacular'
- We have shown all bridges with a camber along their length, assisting with drainage, and reducing the distance to be ramped; it should be noted, however, that this increases the cost of fabrication.
- Bridge design to respond as much as possible to the specific landscape character of their location – from urban to infrastructure landscape to wild
- Bridge materials: Timber structure has been considered but rejected due to size and ongoing maintenance liability. We therefore propose steel structures, with Cor-ten weathering steel favoured due to its low maintenance requirements and its appropriateness for the landscape character of the area. A painted steel finish will also be considered.



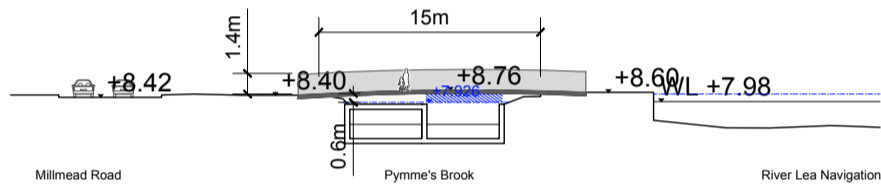
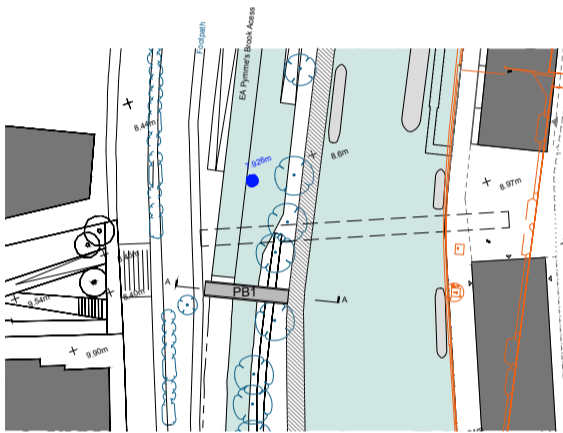
Caged bridge to be avoided



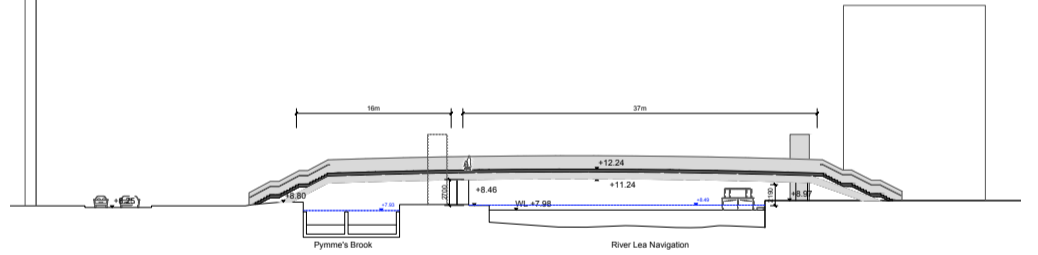
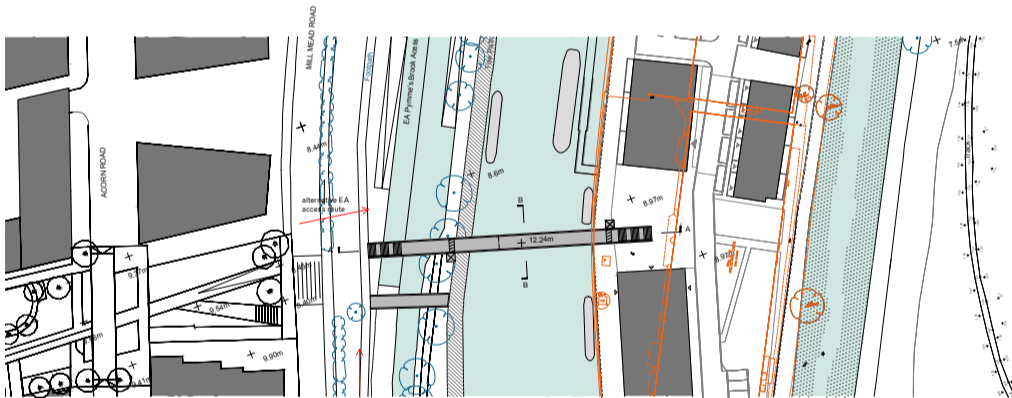
Cambered Bridge, Vallee de Woluwe



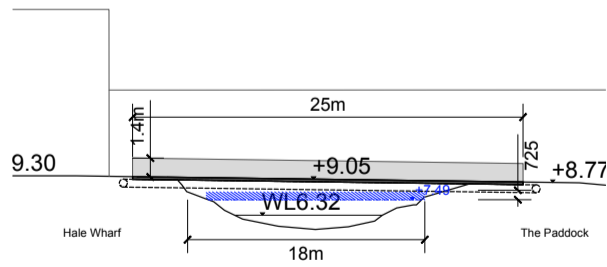
HV2e Two span over Watermead Way and Crossrail Corridor - Lift and Stairs



PB1a Green Link connection to the Towpath



HW1h Bridge - Step & Lift access



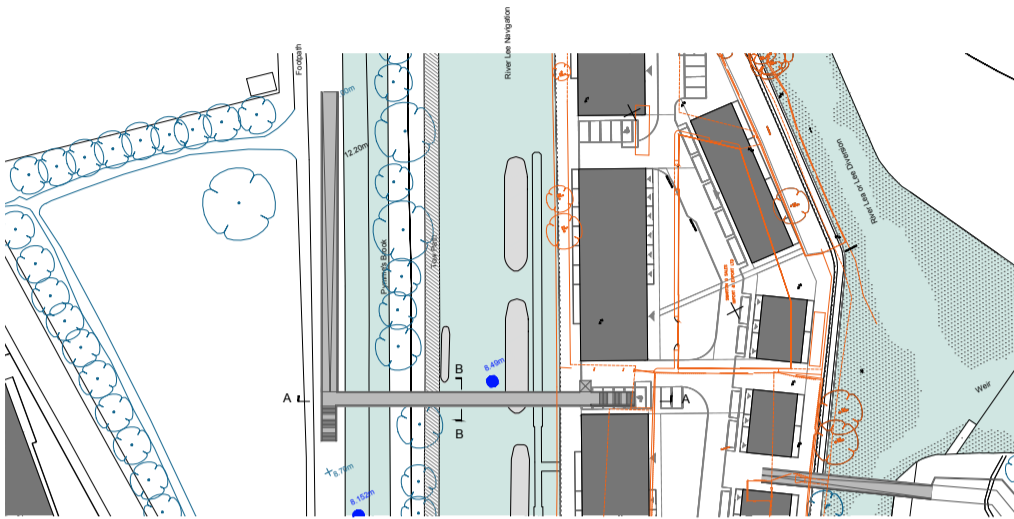
LV1b Bridge to Northern Tip of the Paddock

Bridges

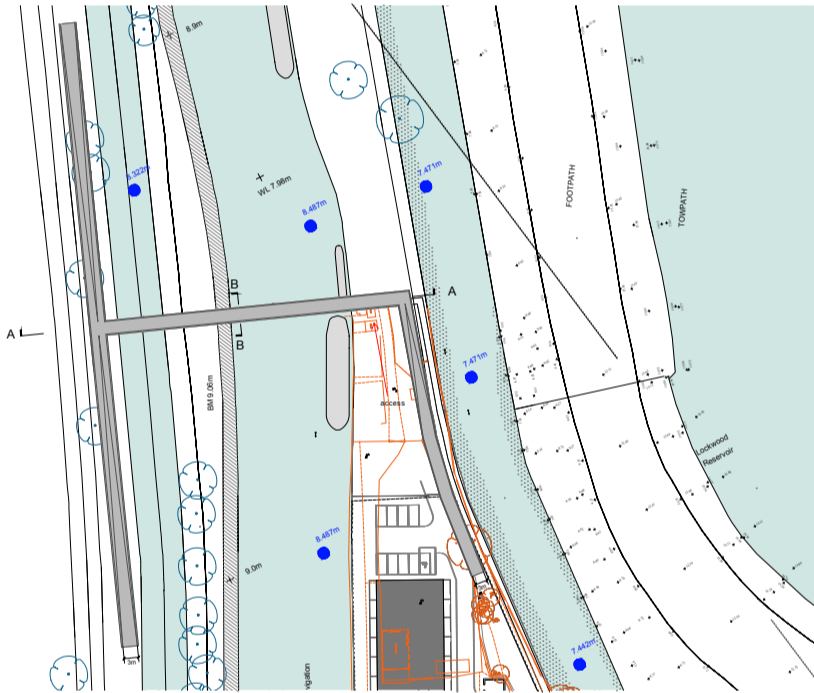
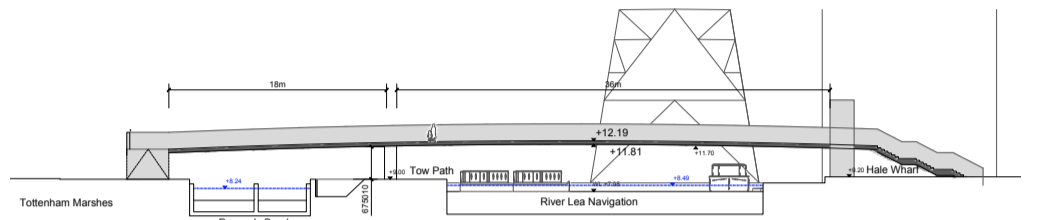
Four of the proposed bridges have been selected as part of the first phase, these bridges are;

- Central Rai Bridge HV2e
- Hale Wharf Bridge HW1h
- Pymmes Brook Bridge PB1a
- Paddock Bridge LV1b

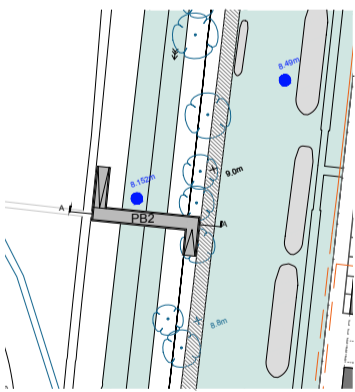
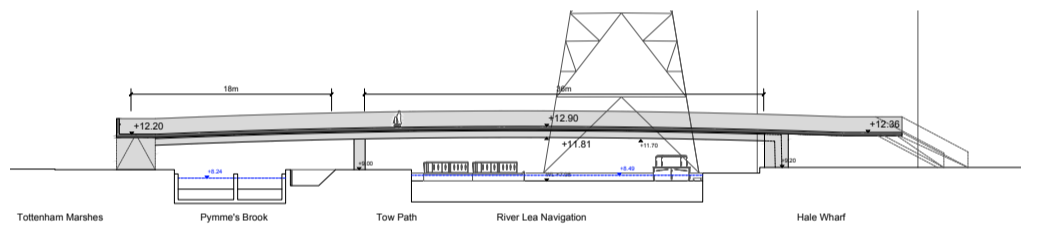
These bridges will establish a series of key links between the future residents of Hale Wharf to the High Road as well as provide enhanced links for cyclists and pedestrians to the Lea Valley.



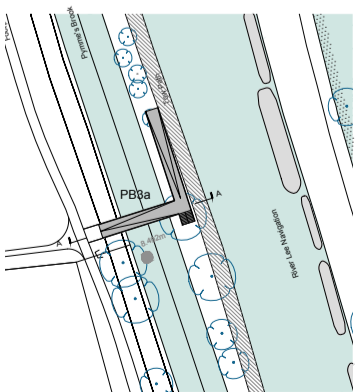
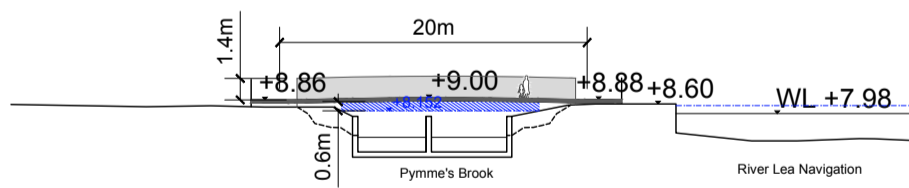
LV2 Bridge to the centre of Hale Wharf



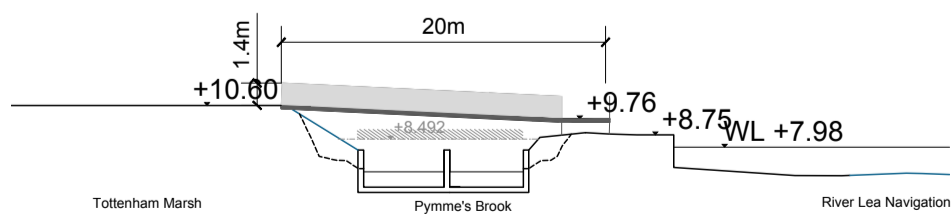
LV3 Bridge to the North of Hale Wharf



PB2 'Village Green' Bridge



PB3 Tottenham Marshes



Bridges

Four of the proposed bridges have not been selected for the first phase but have been included as bridges that could be built in the future. These bridges are;

- Tottenham Marshes - Hale Wharf - LV2
- Tottenham Marshes - Hale Wharf - LV3
- Pymmes Brook - PB2
- Pymmes Brook - PB3

The development of these bridges would further support Tottenham's green grid network, providing better access into the Lea Valley.



View over Tottenham Marsh from the Carbuncle Passage pedestrian bridge



5.Delivery

Working in Partnership

The delivery of a new urban centre will require close partnership working between a range of delivery partners. Through the DCF process good working relationships have been established between key stakeholders and it is critical that this momentum continues as work moves from planning through to delivery.

The key delivery partners include:

- The community
- Major landowners and developers
- The public sector partners (Haringey Council, Greater London Authority, Transport for London)

Governance

The governance structure specific to the delivery of the DCF and supporting strategies operates at three levels, outlined in the table below:

Remit	Group/Board	Role and responsibilities
Strategic direction	Joint Strategic Forum	To provide overall strategic leadership, direction and challenge to the Tottenham Regeneration Programme; be strategically accountable and secure alignment of strategic partners; be active ambassadors for Tottenham and the regeneration programme. Elected members and officers from LBH, Greater London Authority, Transport for London
Operational direction	Programme Delivery Board	To oversee and drive forward the delivery of the Tottenham Regeneration Programme at an operational level with GLA, TfL, Met Police
Information and coordination	Tottenham Landowners and Major Businesses Group	The Group brings together major business and landowners with public sector partners who are investing in the regeneration of Tottenham, to help the organisations work together more closely to continue to improve the area.

Tottenham Regeneration Programme

Haringey Council, GLA and TfL are working together on the ambitious plans for the regeneration of Tottenham. A significant plank of this programme is to bring forward a new urban centre at the heart of Tottenham Hale.

Tottenham Hale has a dedicated regeneration manager and project officers to coordinate investment and project delivery across the area, and the council has commissioned a range of strategic documents, including the DCF, which set out Tottenham Hale's potential and how it could be transformed to achieve local people's ambitions.

Supporting a sustainable community

The regeneration of Tottenham Hale must be considered in relation to the existing community in order to be successful. The substantial opportunities for the community that will be brought about by the large scale regeneration are key drivers in delivering the DCF.

Notwithstanding the benefits, the Council recognises the impact large scale development is likely to have on people's lives during the construction delivery phases and the responsibility it has to minimise this impact wherever possible through ongoing dialogue, and through working closely with partners to achieve the least disruptive solutions. The Council will continue to engage with the community and seek feedback to understand their concerns throughout this period.

Delivery partners will be encouraged to commit to supporting the existing and future community throughout the period of transformation; they will work collaboratively with the Council and other interested parties to identify ongoing opportunities for local people, as well as Tottenham Hale's future population, to tangibly benefit from the regeneration.

Delivery partners will be expected to:

- Work together to ensure that Tottenham Hale is an exemplar of social, economic and environmental sustainability
- Engage positively and proactively with the community throughout the planning and development process
- Ensure their nominated contractors sign up to the Considerate Contractors' Scheme
- Sign up to local labour market approach (skills, advertising positions locally etc through negotiated s106 agreements) and to procure services locally, wherever possible
- Coordinate works and share information with each other

Time scales

The Tottenham Hale DCF sets out a 10 year vision for the development of a new centre at Tottenham Hale. Some sites within the immediate area have already started to come forward whilst others will take more time.

In tandem with sites coming forward, infrastructure and placemaking projects as identified in the Streets and Spaces Strategy and Green and Open Spaces Strategy will need to be taken forward to support the sustainable development of the new centre.

Streets and Spaces Strategy

The Cycle Super Highway 1 is already under construction and other improvements to the cycle network are due to commence next year using DIY Community Streets funding from Transport for London. Legible London signage is also due to be installed next year. We are seeking further funding for the other projects which have been identified.

Green and Open Spaces Strategy

Funding is available for small improvements to Chesnut Road next year and there is funding from the Housing Zone for some of the bridges to be built within the next two years. We will be preparing an application to the Heritage Lottery Fund for the Paddock but this can be a lengthy process. We are seeking further funding for the other projects which have been identified and understand that the Park View Road Underpass is a priority.

Test Projects

RIFT at 5 Ashley Road is already open and there is funding for the Station Square Pop Up and the Broad Lane Gateway Project from Transport for London to start next year. Signage 2020, playful hoarding and improved signage to keep everyone updated, will be installed with each new development. We hope to have secured funding for all of the other projects above to be delivered within the next two years.

Housing Zone

The Housing Zone is a joint expression of commitment by Haringey Council and the Greater London Authority to make this vision for Tottenham a reality. The Housing Zone status will accelerate the delivery of new housing and shape a sustainable community. In short, more homes will be built, faster and better. Housing Zone funding is available for infrastructure improvements including some of the bridges and streets and spaces.

The council is considering funding opportunities for the other projects including:

- Developer contributions
- Heritage Lottery
- TfL/ GLA
- Thames Water

Quality and sustainability

Development quality lies at the heart of the Tottenham Housing Zone. The aspiration is that Tottenham Hale will be known as an exemplar neighbourhood in terms of the quality of design achieved for its streets, spaces and buildings. Innovation will be a defining characteristic of the new development and achieving greater sustainability in its broadest sense, including construction techniques, climate adaptation, energy use, and designing for healthy, socially cohesive communities.

Quality Review Panel

Through the Tottenham Housing Zone, the borough and GLA have committed to aligning with the Mayor's Housing Design Guide for London, including environmental standards. As part of this process, developers will be expected to deliver exemplar standards of design.

To support the emphasis on development quality, the Council has recently reconstituted its Design Review Panel, now called the Quality Review Panel, and has recruited a panel of experts. The Panel meets monthly and each Housing Zone site and significant infrastructure projects will be expected to go to the Quality Review Panel at least once.

Maintaining a high quality environment in the long run

The Council and its partners are exploring different management models for the future Tottenham Hale; the intention is to achieve a high standard of management and maintenance, as well as sustainable models to support ongoing placemaking activities.

A number of models are being investigated, including Business Improvement Districts, Estate Management approaches, Community Partnership approaches, and it is expected to take forward a DCF delivery strategy on maintenance and operations at an appropriate juncture.

The importance of monitoring and evaluation

A robust process for monitoring and evaluating development will be used to ensure that the Vision for Tottenham Hale's District Centre is being successfully realised. Five key themes currently being explored to monitor and evaluate the delivery of the Tottenham Hale District Centre:

Themes	Description	Measures
1. A revitalised heart	A place people enjoy spending time in, which fosters interaction and engagement.	- User Satisfaction Survey - Crime stats - Sqm of new and renewed retail, entertainment and leisure space
2. An affordable 21st century neighbourhood of choice	A mix of affordable and market homes to rent and buy with the social and community infrastructure to support a growing community.	- Housing type and tenure - Sqm of community and social floorspace
3. A well connected centre	Well-connected and accessible spaces, promoting walking and cycling.	- Transport by mode - Road safety indicators - Cleanliness indicators - Sqm new and improved cycleways
4. A network of green and open spaces	High quality public, green and open spaces, which are well managed/ maintained, and perceived to be clean and safe.	- Usage levels - Sqm of green and open space - Number of new and improved links to the Lea Valley
5. A working centre	A setting conducive to starting up and growing businesses and creating jobs. A mix of job types at varying skill levels	- Jobs - Business numbers - Sqm of new or improved employment floorspace

For monitoring and evaluating, the approach will be that partners:

- Agree key performance indicators / measurable targets at an early stage in the design and planning process
- Determine the frequency of monitoring for evaluation purposes
- Work collaboratively with other interested partners to commit to achieving these targets
- Develop innovative solutions if during the monitoring process it is assessed that targets are not being achieved

